MODEL RAILWAY NEWS

December 1954

1/-

Special 48 page Christmas Issue

A PERCIVAL MARSHALL PUBLICATION

Have a Merry Christmas with . . . .

This is a 5-pole motor fitted with an Alcomax magnet, copper carbon brushes and lumax wound armature running in 1/8 pole pieces. The armature runs on Delaron oil free rear bearings. The maximum current consumption is 0.5 amp at 12 volts. A silver steel shaft is used. The motor is designed so that its size makes it possible to fit between the smallest frames.
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CHRISTMAS GREETINGS

We at Bradshaw's would like to extend our thanks to all our many customers at home and abroad for the support they have given us throughout the past year, and we look forward to supplying them with their requirements during the coming year. May we wish our customers everywhere a Happy Christmas and Prosperous New Year.

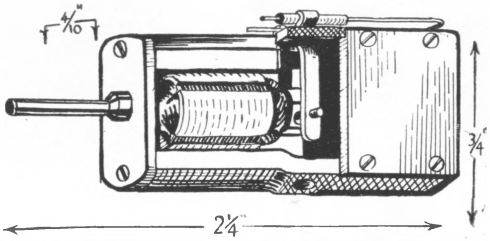
Our catalogue is still available listing our complete range, price **1s.** post free.

the *La Ron* "OO" GAUGE MECHANISM

★ *PRICE*

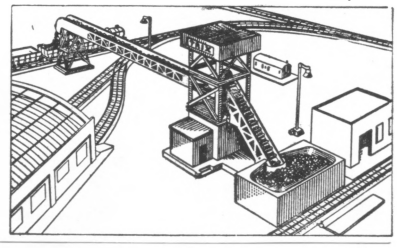
26'10

EACH



★ The **NEW TRIX** coal elevator and conveyor

This new working model by Trix now means more automatic operating on your Trix layout. It is particularly successful when used with the new operating dump wagons, and as can be seen from the illustration, will fit into even the smallest Trix layout. Price **£7 10s. 6d.** Operating Dump Wagons **20s.** each. Magnetic Rail with fittings for use with above, per set **18s.**



2 NEW REFERENCE BOOKS *this month*

★ **"OO" GAUGE MINIATURE RAILWAYS HANDBOOK & GUIDE**
2nd EDITION. By G. H. LAKE

The 2nd edition of this popular reference book has now been brought completely up-to-date by Mr. Lake. Its 48 pages contain an immense amount of information and the chapters dealing with the interchangeability of various "OO" gauge tracks and systems will be found most helpful. Price **1s. 6d.** per copy.

★ **THE CAB CONTROL MANUAL**
2nd EDITION. By D. W. LEY

This booklet has proved popular with both experts and beginners, and its outstanding success has required a 2nd edition. The system of cab control is simply explained in non-technical terms, with examples for the model railway fan with a medium-sized layout. If you wish to run two or more trains under separate control without any complicated methods of wiring, or having to worry about positives or negatives, and without having an expert knowledge of electricity, this booklet is essential. Price **1/6** per copy.

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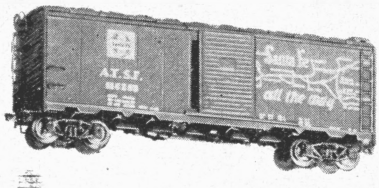

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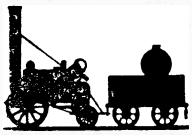

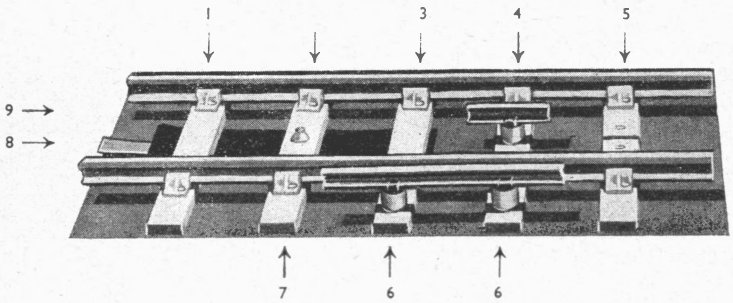

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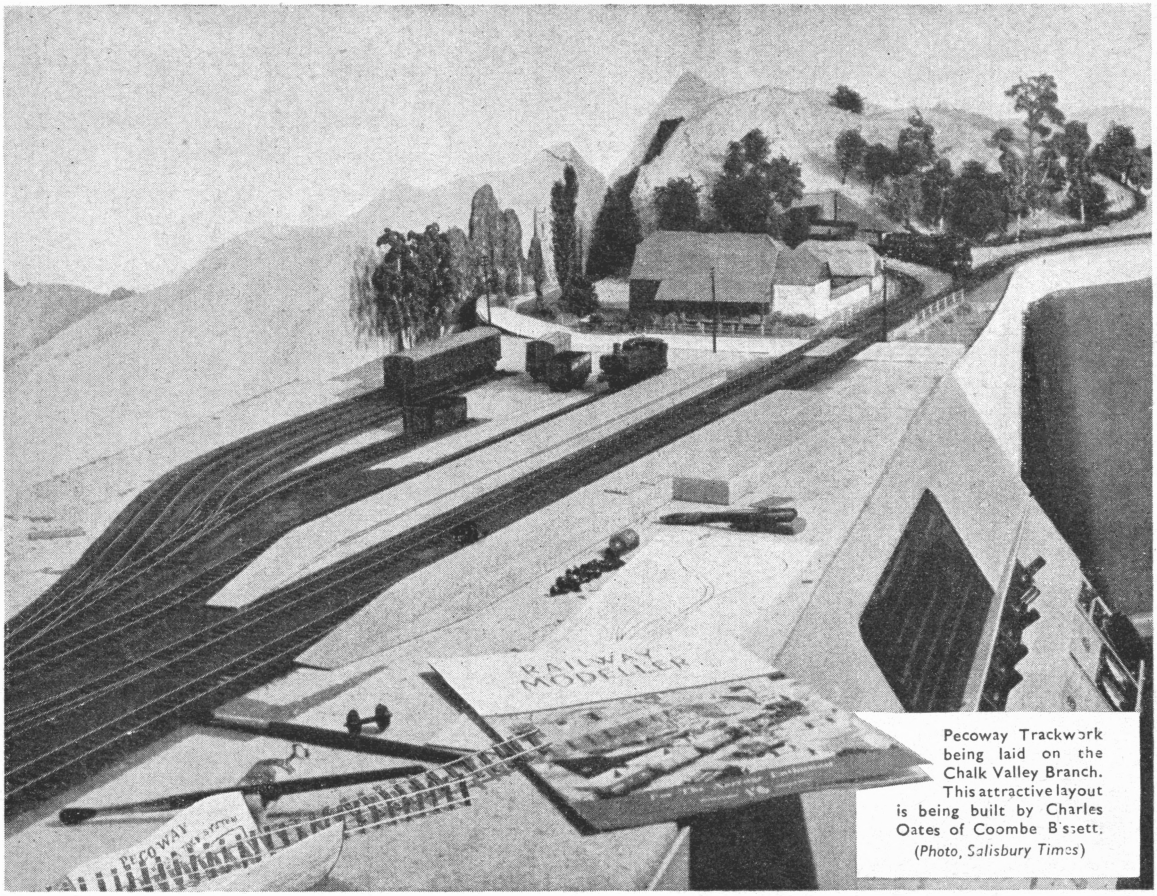

Pecoway Trackwork being laid on the Chalk Valley Branch. This attractive layout is being built by Charles Oates of Coombe Bissett. *(Photo, Salisbury Times)*

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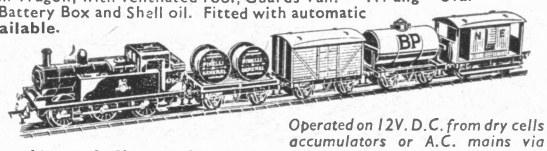

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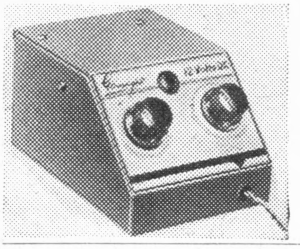

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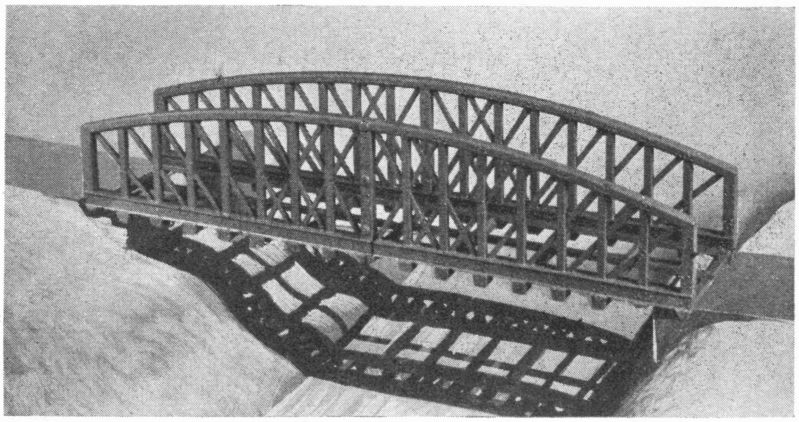

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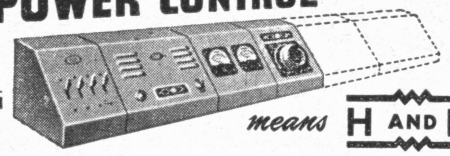

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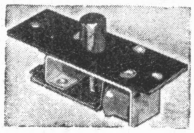

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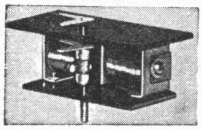

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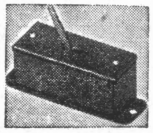

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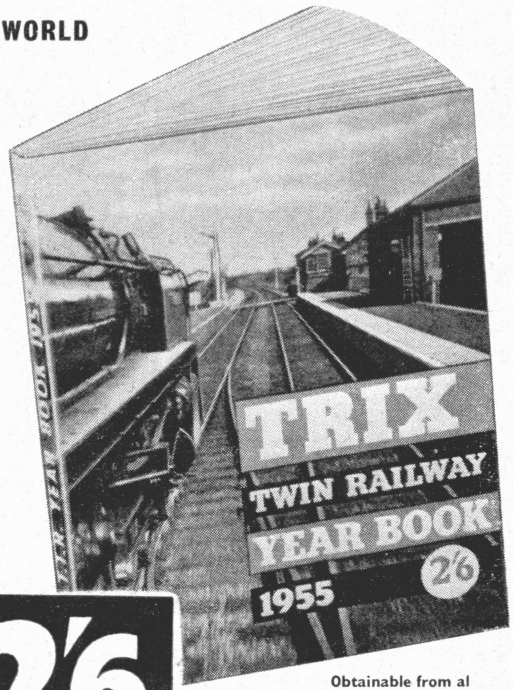

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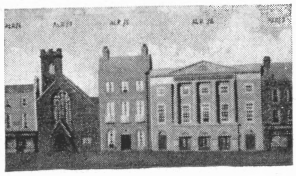

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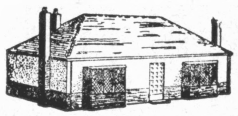

BUNGALOW

Service Station	**8/2**
Cinema	**8/9**
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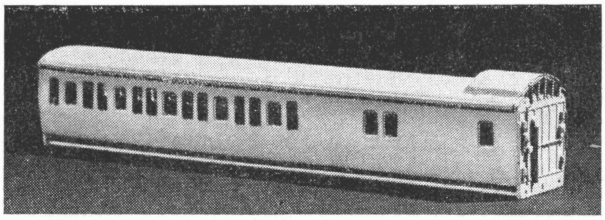

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MODEL RAILWAY NEWS

19-20 NOEL ST., LONDON, W.1

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CONTENTS FOR DECEMBER 1954

THE NORTH WESTERN REGION (TIDMOUTH & KNAPFORD SECTION) 244
MANCHESTER'S FINEST CHRISTMAS SHOW 248
PROPRIETARY AUTO-CONTROL .. 252
N.E.R. "WHITBY BOGIE" 4-4-0 .. 254
THE MADDER VALLEY MAKES BRICKS 256
LAYOUT PAGE : 8 FT. 6 IN. BY 8 FT. 6 IN., "OO" GAUGE 250
RAILWAY TOPICS : CHRISTMAS MISCELLANY 251
"ASHTEAD" 260
EDITOR'S MAILBAG 262
FOR THE BOOKSHELF 262
MANCHESTER - SHEFFIELD - WATH ELECTRIFICATION : THREE OFFICIAL PUBLICITY MODELS .. 263
TALKING SHOP : CHRISTMAS PRESENTS FOR YOUR RAILWAY MODELLING FRIENDS 264
WITH THE CLUBS 265

COVER PICTURE

Photographing trains in snow can be a cold business, but it has its rewards. Smoke effects are always more spectacular in cold weather and if the sun happens to come out just at the right moment, the result can be brilliant. Here is a magnificent shot from W. J. Verdon Anderson taken at Drumochter summit, 1,484 ft. above sea level, between Dalnaspidal and Dalwhinnie on the Highland line. The locomotive is Stanier Class 5MT 4-6-0, No. 44972, on the midday stopping train from Perth to Inverness.

EDITORIAL

CHRISTMAS again ! Some music-hall joker in the past once made a remark to the effect that tempus never stops fugitting ; it sounds silly, but it is perfectly true. At this season of the year I make use of this page to send all readers my personal greetings, and really, it seems that I was doing this only three months ago, not twelve ! Quite a lot has happened in the meantime, however, as a glance through the past eleven issues of " M.R.N." will show. In this issue, we relax just a little ; not that it contains a lot of nonsense, but the contents are in a slightly lighter vein than usual. There is, at the same time, one item that is of particular interest ; probably, the children of most of my readers have read, or at least heard about "*Thomas* the Tank Engine" and all his delightful companions whose amusing antics have been made known, far and wide, through the inspired pen of the Rev. W. Awdry. In this issue, Mr. Awdry tells the story of the real *Thomas*, whose general behaviour is so much like that of the hero in the series of little books for the very young, and I am pleased that " M.R.N." should be the means of making this story known. I hope that you will enjoy it and that you will not forget to let your children know and see that *Thomas* really does exist ; he is no longer merely a figment of the imagination, but a real solid, if slightly temperamental model railway locomotive, and quite a friendly little fellow at that.

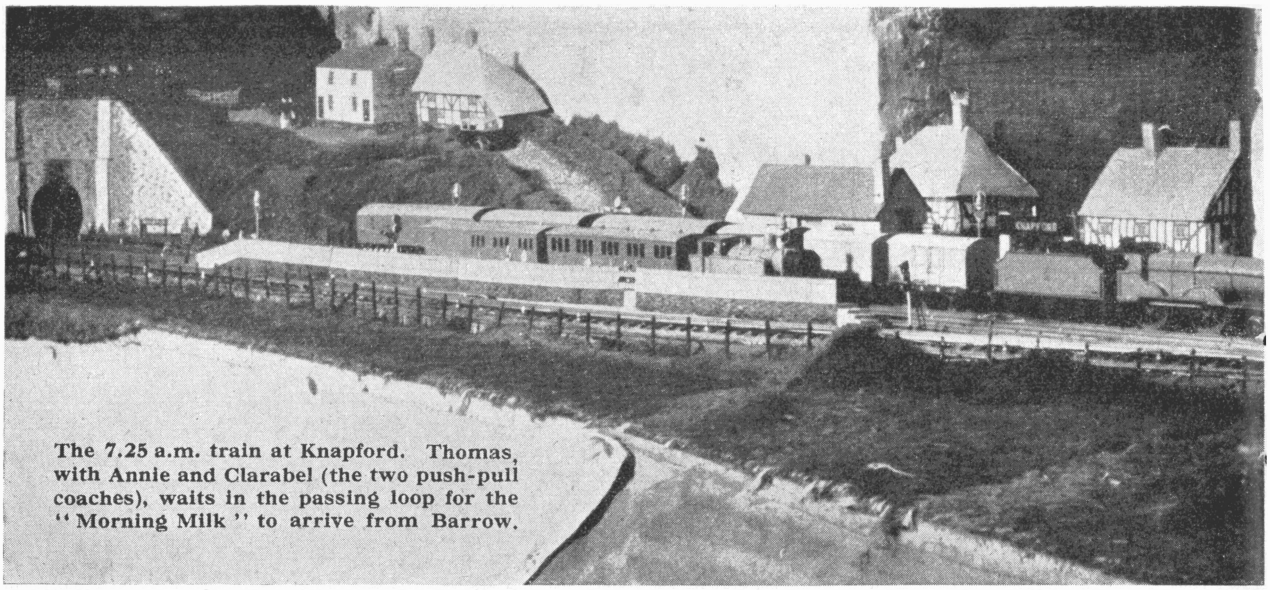
Two other things which help to make up this special issue are first, the " three-colour " cover, and second, our total of 48 pages which, with the increased post-war paper size and the larger three-column format introduced last August, combine to produce the biggest issue of MODEL RAILWAY NEWS ever presented to readers.

Have a good look through the many advertisements in this issue, where you must surely find some ideas for Christmas presents for your sons, nephews and, of course, yourselves. I look through those pages myself, somewhat wistfully ; for they invariably make me think to myself : " The present generation is far more fortunate than mine was forty years ago " ! But I know that most of you enjoy your good fortune, and so do I.

As to the future, there are, as usual, some good things " cooking " : among them is one of the biggest surprises I have ever had in my life, and, all being well, you will know about it before very long. I am saying no more about it just now, because I want you to share with me the great pleasure it gave me when it so unexpectedly came my way.

To the newer readers and advertisers, I offer a cordial welcome ; to the older ones, I gratefully acknowledge, once more, your continued support ; to all, I wish a Very Merry Christmas and all the good modelling you could wish yourselves in 1955.

J. N. MASKELYNE.



The 7.25 a.m. train at Knapford. Thomas, with Annie and Clarabel (the two push-pull coaches), waits in the passing loop for the "Morning Milk" to arrive from Barrow.

THE NORTH WESTERN REGION (T

by Rev. W. Awdry (Author of "Thomas, the Tank Engine", &c.)

I HAVE often been asked, "Which came first, the railway or the books?" The books came first certainly, but ever since I can remember, I have always wanted, given the opportunity, to build a model railway of my own. My brother and I did make a start 1929-30, but we never got very far, and when we moved house, the materials were packed up, and stayed packed up for want of a suitable site, for 18 years. Then in the autumn of 1948, I was writing the fourth book in the series and even though I knew I couldn't really afford it, I persuaded myself that a model line could be justified as a sort of background to the stories. So I made a start.

The Prototype and its Story

The line was free-lance, in the sense that it was the model of no known railway, and the initials of the railway company, N.W.R., stood at first for the No-Where Railway! But as more books were called for and produced, lynx-eyed small boys kept pouncing on discrepancies, and I had, in self-defence, to provide a location for the stories, and correlate the facts already given about the railway.

The Island of Sodor was discovered and mapped, and my brother and I evolved what we felt to be a convincing history of the growth and development of the railway system, which if the Editor approves, we should be glad to tell later. Mr. Edmund Ward, my publisher, entered enthusiastically into the research, and commissioned Mr. P. R. Wickham to make a large scale relief map of the island. He has kindly given permission for a map of Sodor to be reproduced for this article.

So, the line which started as the No-Where Railway, now forms the North Western Region of British Railways, and is run under the capable direction of Sir Topham Hatt, formerly managing director and now chairman of the Regional Executive. Fortunately the Railway Executive, and now the British Transport Commission, interfere very little with our affairs, and allow us to retain our original colour scheme, and deal with our peculiar problems in our own way.

Early Days

The model was, however, in being before all this was thought of. Work was begun in January 1949, and very optimistically, I promised to show the layout at the Church Fete to be held in my garden in July. It was only finished just in time! A week before the event, the only things on the baseboard, were the track and the wiring. My brother, who had come for a week's holiday, and I, had a pretty stiff job in the limited time we had to spare before the fete. We worked till 11.0 or 12.0 most nights that week I remember. But the job was done, and to our amazement and relief, the line looked well, and more important, the locomotive and the automatic couplings worked throughout the afternoon almost without a hitch.

The layout plan was very simple; a run round loop at Tidmouth served the passenger platform, and another served the dock. These were connected through a tunnel with Knapford station, on the third side of the room.

Thomas, for he was the first engine, took a passenger train to Knapford, detached the coaches, and then, backing to the middle line, ran forward to the quarry. There he picked up the wagons loaded with stone, and pulled them to the docks. At the dock run-round he uncoupled the wagons, and ran forward to the quay to draw out the unloaded ones, He then pushed the full wagons alongside the ship, and returned with the empties and brake-van to the quarry. A spell of passenger work followed. This process took about 15-20 minutes and could be repeated indefinitely.

I mentioned above that we introduced a tunnel into the lay-out. We did it in the last hectic week, as it seemed to be the easiest and quickest way of filling in a rather bare stretch of line between the two stations. My brother built a wooden framework, and covered it with felt (scraps of pipe lagging), which we found lying about in the roof. When the felt was tacked in place, we touched it up with green oil paint and it looked quite effective. It was probably cosy inside and thereby hangs a tale!

Later in the year, October I think, I went into the railway room one

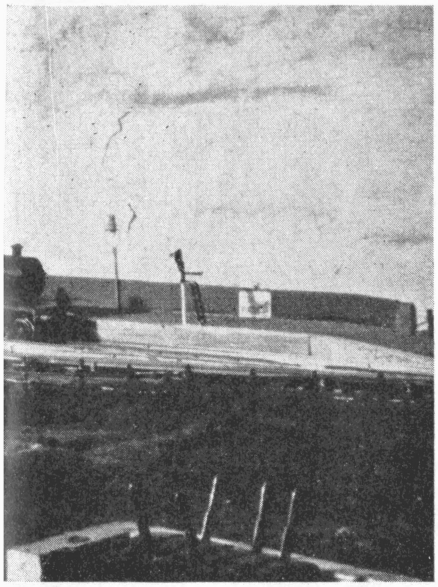
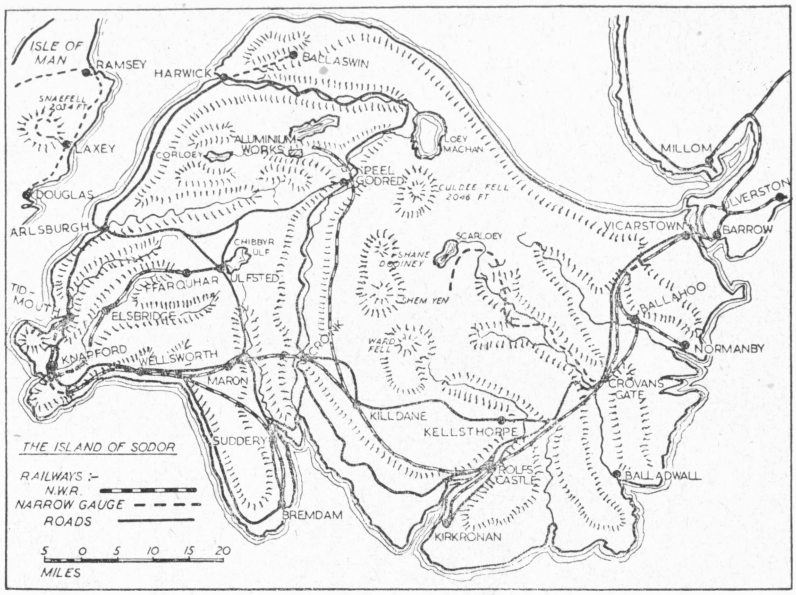


Photo by F. Thoday



IDMOUTH & KNAPFORD SECTION)

evening. As I had not used the line for some time, I sent *Thomas* on a test, running light. He passed into the tunnel and I heard a sort of scrabbling noise. *Thomas* emerged, followed by a mouse, which looked round and shot back in at once. The next time through, *Thomas* and the mouse had a dead heat at the opposite tunnel mouth, *Thomas* rocked and nearly came off the rails, but he had the best of it and the mouse retired hurt, for it gave no sign when he went through again. *Thomas* reached Knapford and reversed. I gave him " full regulator " and he thundered into the tunnel. This time the mouse did not wait ; it shot out of the opposite entrance, streaked along the track, dived into the dock, leapt 3 ft. 6 in. from the baseboard to the floor, and was never seen again !

So much for the early days ; now let us see what the line was like just before dismantling.

Tidmouth had, as the photographs show, developed into quite a busy port. The tramp steamer, *Nancy*, was usually to be seen in her berth and a fish dock had been built, in which the trawler, *Violet*, unloaded her catch.

From Tidmouth, the line (which was single) travelled first through open country, which soon narrowed to a cutting (where the tunnel used to be) and swept under a road bridge, a favourite haunt of locospotters. A service slack was enforced over the next section, where a gang of plate-

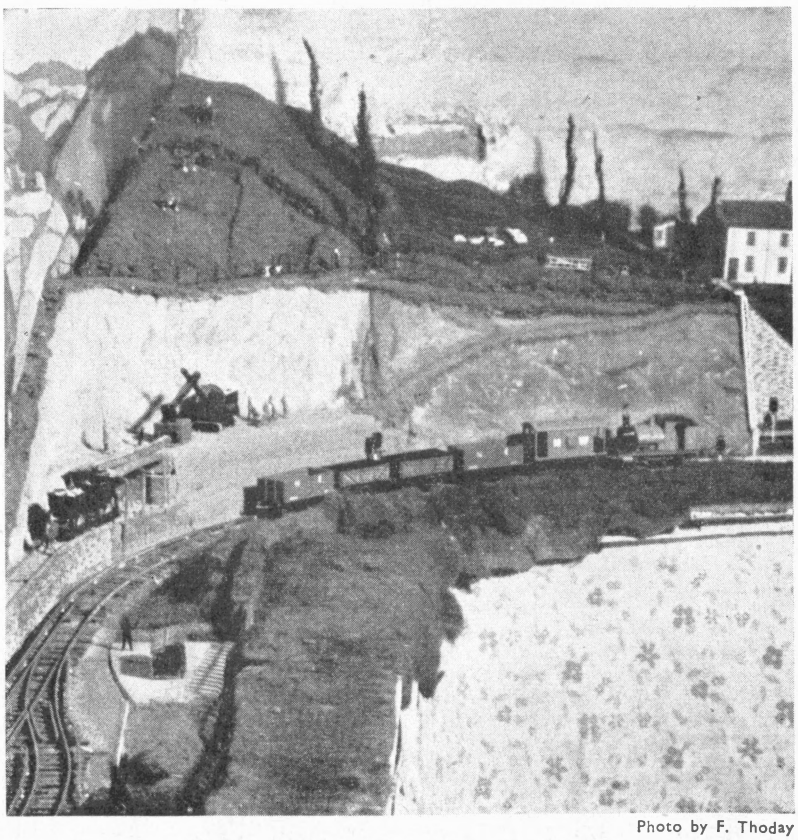


Photo by F. Thoday

" Percy " propels the 8.30 a.m. train of empties to the quarry for loading

layers were at work, and then came Knapford station.

The working of Knapford station was peculiar, in that although it had two roads, ostensibly for up and down working, each road was signalled, and could be used for traffic in either direction (c.f. Wisbech East, E.R.) In practice, the smaller platform on the passing loop was used for local push-pull traffic, while trains made up of main-line stock used the longer platform on the straight road.

The main line, leaving Knapford, disappeared into a tunnel on the other side of which lay Cronk, Suddery, Barrow, and other places in the outside world.

To the left however a branch curved off from the main line. This was intended to reach Ffarquhar, the terminal station (in the books) of *Thomas's* branch line, but it never did. After passing a speed restriction notice for drivers, it entered a rock cutting, which opened out into some quarry workings above the level of the line. There were two roads here, one of which had a short passenger platform for the convenience of the quarrymen.

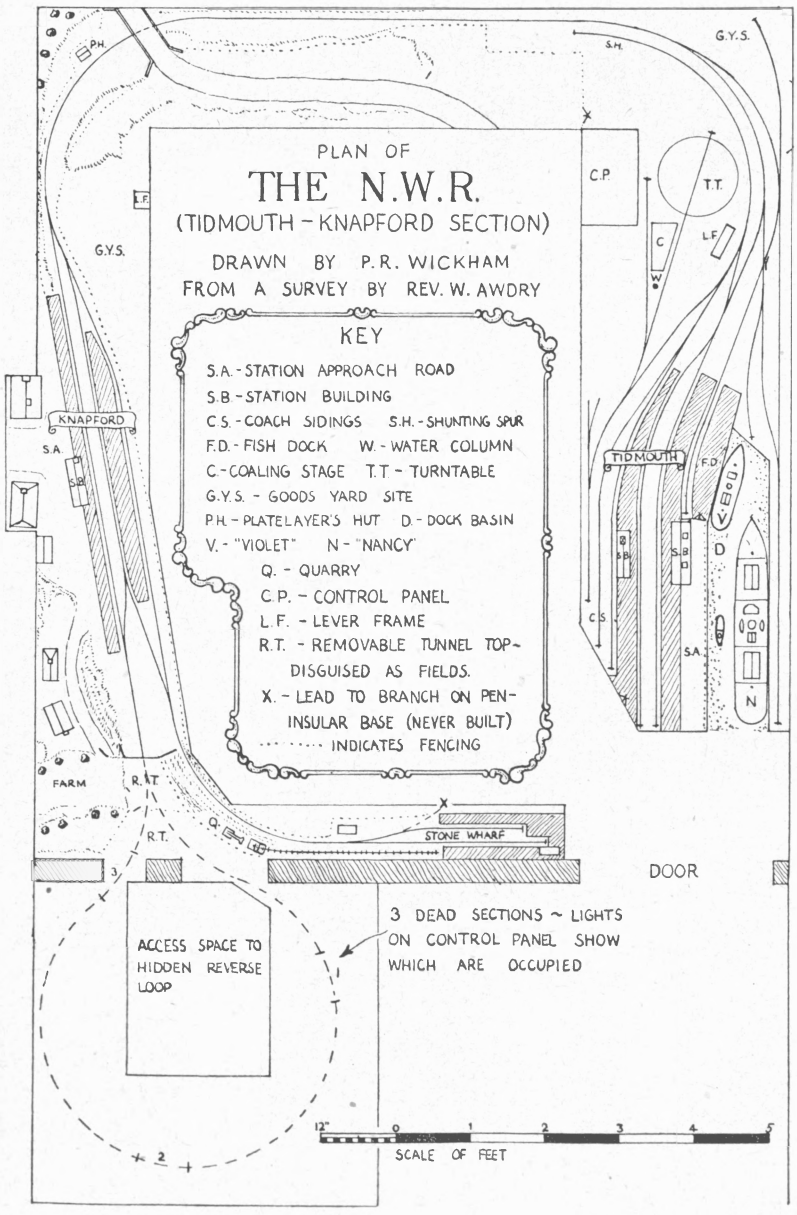
Traffic Working

For visitors, we operated a " set piece " of train movements based on a morning's working (7 a.m.—1.0 p.m.). This took about 45 minutes to run through.

The day began with a workman's train (push-pull), from Tidmouth to Knapford, and thence to the quarry. Returning to Knapford, it waited for the " milk " (5.30 a.m. dep. Barrow) to arrive at 7.25, and then disappeared into the tunnel, en route for Cronk. The " milk " went on to Tidmouth where the vans were unloaded, and shunted to the dock by *Percy*, the yard shunting engine. The locomotive went to the depot for servicing. *Percy*, after dealing with the vans, marshalled the empty stone wagons from the dock, and took them to Knapford quarry. At Knapford, they crossed the push-pull on its return journey from Cronk, timed to arrive at Tidmouth 8.38. The next departure from Tidmouth was the 9.0 " Sudrian," which ran non-stop to Barrow, with through coaches on alternate days to London (Euston), and Plymouth (Millbay). The shunter returned light to Tidmouth bringing back the staff, so that the push-pull could leave for Suddery and Brendam at 9.22. Twenty minutes later the stopping train from Barrow rolled out of the tunnel into Knapford station, and reached Tidmouth at 9.45. The engine of this train was not allowed much time for servicing, as at 10.30 it had to return to Barrow with a fish train, " The Flying Kipper." The working timetable says that the locomotive is detached at Barrow, but that the vans work through to Manchester. 10.40 saw the return of the push-pull from Brendam to Tidmouth, and twenty minutes later it again set out, this time for Cronk. The working timetable shows that this train is held at Wellsworth, to cross the " Wild Nor' Wester," non-stop Barrow to Tidmouth, due in at 11.30. This train brought through coaches on alternate days from Plymouth (Millbay), and London (Euston). The coaches employed in this through service were still painted in the colours of the original owning companies. After withdrawing the coaches, and putting them in their siding, the shunter went off light to Knapford Quarry, and was crossed, at Knapford (12.25), by the push-pull returning from Cronk. At 12.55, the stopping train for Barrow left Tidmouth. Once this train had passed Knapford, the shunter drew out the loaded wagons from the quarry, and took them to the dock, where it pushed them alongside the *Nancy* for unloading. The shunter then returned to the locomotive yard, where its driver and fireman ate their lunch, and a great peace descended on the line, for a space.

This was the standard series of movements used for the purpose of demonstration to visitors, and at the end of it every item of rolling stock was in the same position as it had been at the beginning (with the exception of the main-line locomotives, which were on different trains). It was therefore possible, without any fiddling, to work through the programme again immediately if required.

The key to traffic operation was of course the return loop. Trains entered



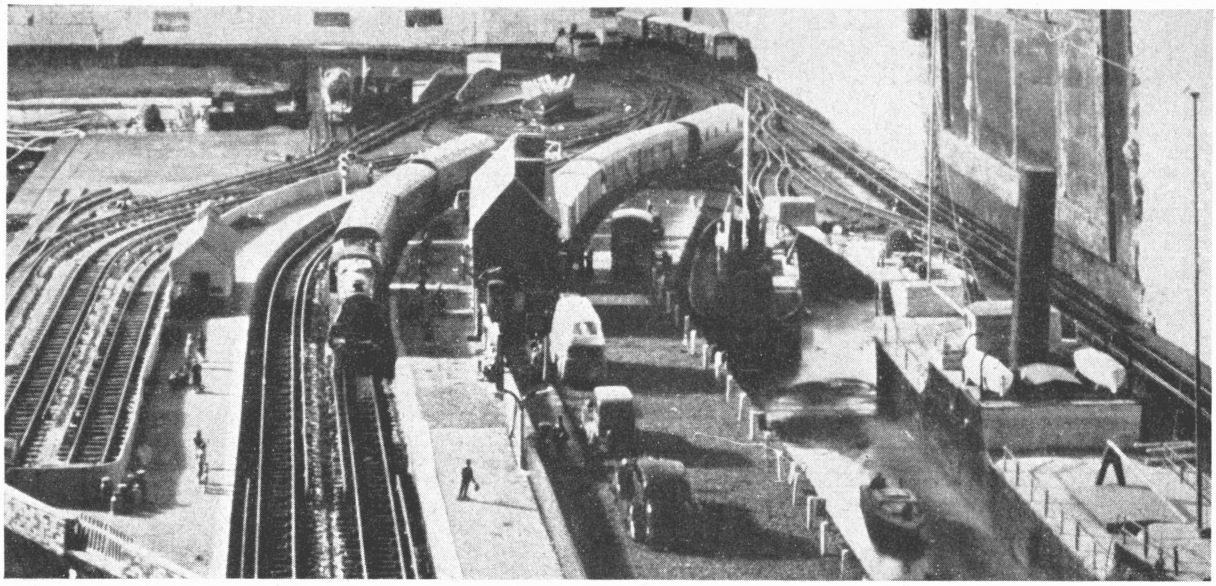


Photo by F. Thoday

The Barrow-Tidmouth semi-fast hauled by "Henry" runs into Tidmouth at 9.45 a.m.

Knapford tunnel, ostensibly en route for Wellsworth, Cronk, Barrow, etc., and traversed the loop in a clockwise direction. The loop was single, and had three dead sections, "door," "centre," and "wall." As it was out of sight, indicator lights on the control panel showed which of the dead sections were occupied at any moment. "centre" and "wall," were used for long distance trains, and "door," for the push-pull. In this way, we could bring the push-pull out at any time required, (anti-clockwise); but the long distance trains could only come out clockwise, and in the same order as they went in.

One of the things which chiefly interested visitors was the apparently inexplicable fact that the "Sudrian" express disappeared into Knapford tunnel with four corridor coaches, two painted in G.W.R. colours, and two in our own colours. Twenty minutes later (actual time), the "Sudrian's" engine returned pulling "The Wild Nor' Wester," which again consisted of four corridor coaches, but three of these were in our N.W. brown, and one in L.M.S. maroon. The operator had not been near them, nor was there a siding on the loop; yet to all appearance the locomotive was returning with an entirely different train. How was it done? Very simply, though I fear that the answer will shock the purists. I had painted the opposite sides of the coaches different colours!

Next Month . . .

IRISH NARROW GAUGE DRAWINGS
A. J. Powell presents another Cavan & Leitrim Railway drawing to delight all narrow-gauge enthusiasts. This time it's a 4-wheeled passenger brake van.

BETTER POINTWORK
L. E. Carroll describes some not-so-obvious features of prototype pointwork and their application to model railways. The illustrations are from the Permanent Way Institution and British Railways.

AN "EM" ALCO DIESEL
This constructional description shows you how to model the tricky detail work on diesel locomotives and includes some tips on painting and lettering.

Rolling Stock

Locomotives. There were six of these: No. 1, *Thomas*, 0-6-0T, Essar standard cast body and motor, painted blue and lined out in red as in the books. No. 2, *Edward*, 4-4-0 adapted from a K.M.R. "2P" kit, with Essar motor and wheels. Colours as in the books. No. 4, *Henry*, 4-6-0, Graham Farish "5MT" adapted detailed and painted at home. Colours as in the books. No. 5, *James*, 2-6-0 professionally made, (ex-G. & S.W.R. mixed traffic), colour as in the books, red with yellow lining. No. 6, *Percy*, 0-4-0ST, body home made, chassis and motor by Essar, colours as in the books, green with red lining. *The Duck*, 0-6-0PT, a Gaiety standard locomotive, bought in an emergency as a spare engine. We called it *The Duck*, because of its peculiar waddling gait. G.W.R. colours as bought.

Passenger Stock. 1 semi-permanently coupled rake of four J.P. corridor coaches. These were used for "The Sudrian" and "The Wild Nor' Wester." 1 semi-permanently coupled rake of three suburban coaches. These were home-made from litho papers, and used for the long distance stopping trains. 1 push-pull set of two branch line coaches (*Annie* and *Clarabel*). They were of antique appearance and to my own design. Permanently coupled together, they were mounted on diamond frame wagon bogies, and looked surprisingly authentic. Better still, they could be pushed by the locomotive at speed over an S-bend of less than 2 ft. radius without disaster.

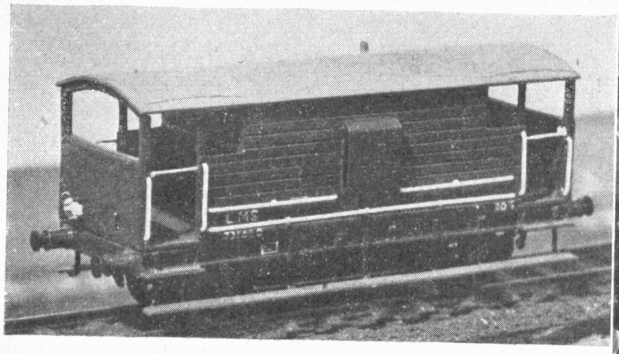
Goods Stock. 3 ventilated vans, home-made to my own design from C.C.W. parts. I mounted them on diamond frame bogies, and painted them the regulation N.W.R. brown. 3 insulated vans (S.R. pattern). Litho sides and ends. Bodies made of blocks of balsa wood. 2 brake vans, one Graham Farish adapted, the other home-made. 10 assorted open trucks and vans.

Conclusion

As mentioned above, a great deal more was planned than could be accomplished in the time. An engine shed at Tidmouth was badly needed, and signal cabins at Knapford and Tidmouth were conspicuously absent. Knapford needed a goods yard too, and there was an obvious lack of background scenery generally.

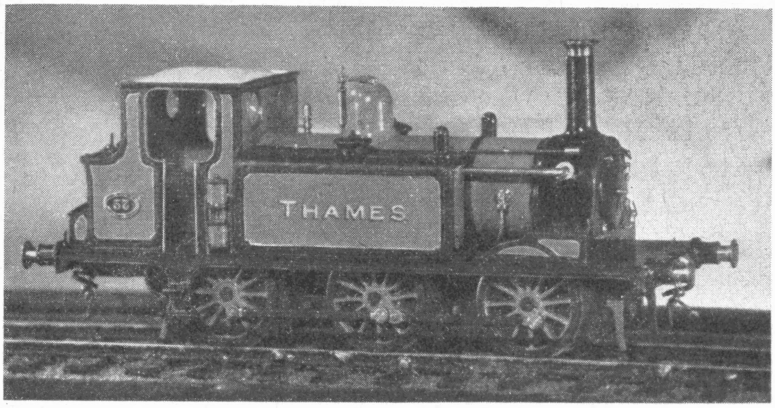
But though incomplete, the line gave my brother, my son and myself, a great deal of pleasure; and the appreciation of visitors was shown by the fact that during the few years that the railway was running, we were able to buy for the Church, two new almsbags, two new glass altar cruets, a wafer box, and an altar frontal, with the contributions that they put into the box at the door.

The N.W.R. is at present, alas, no more. But a new line has been planned in a better site, and work has begun. It is our hope that, profiting by past experience, we shall be able to make the new line even better than the old.

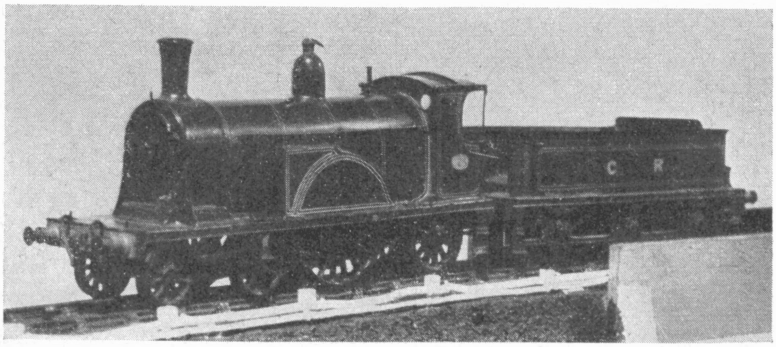


Above : "EM" gauge L.M.S. 20-ton goods brake van by David Leigh. Right : Work in progress on the "O" gauge layout at M.M.R.S. Headquarters, Old Trafford

MANCHESTER'S *FINEST* CHRISTMAS SHOW



Thames in Technicolor. Syd Stubbs' Brighton "Terrier" is now painted



Caledonian Railway 4-2-2 No. 123 ni 7 mm. scale built by George Leech

ONCE again, at the week-end before Christmas, the Manchester Model Railway Society will hold its annual exhibition at the Corn Exchange, Manchester. The exhibition will be open from 12 noon until 9 p.m. on Friday, 17th December, from 10 a.m., until 9 p.m. on Saturday, 18th December and from 10 a.m. until 7 p.m. on Sunday, 19th December.

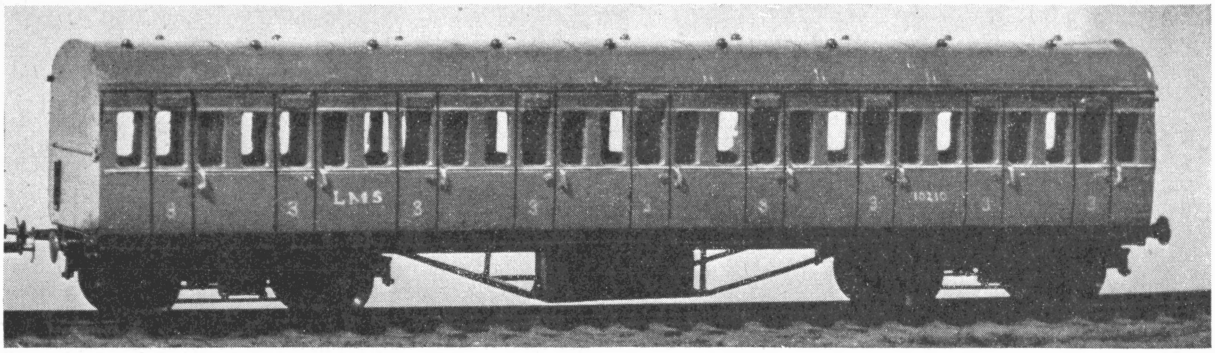
The centre-piece of the show, as before, will be the club's own "O" gauge layout described just a year ago in the "M.R.N." Since that time, however, members have been working hard on revisions and both the appearance and operation should be even better than before.

Trams will once more clatter over the 2½ in. gauge track and amongst the new cars this year is a Llandudno & Colwyn Bay "Toast Rack."

Derby Museum, who run a beautiful "O" gauge Midland layout, will show static models from their collection and the main bulk of static exhibits from members will be in pre-nationalisation groups or on the stands of visiting clubs.

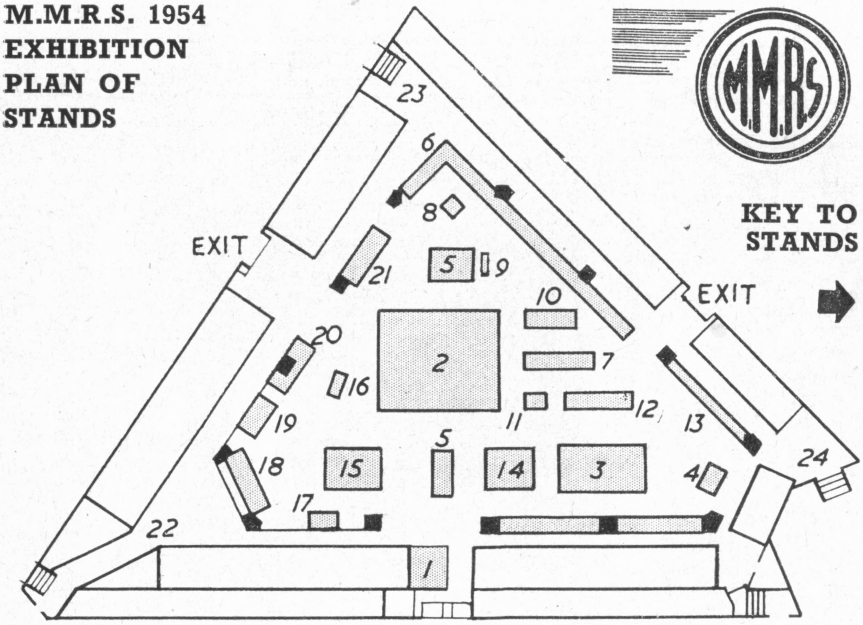
Organising members in the society have conducted an energetic "productivity campaign" during the past year and Bob Inkster, editor of the "Link," tells us that, as a result, a satisfactory number of models has been turned out. Ross Pochin has been working hard, and in secret it seems, to give us a surprise ; Syd Stubbs' "Terrier" is at long last painted and Peter Hammond of Birmingham has a magnificent first attempt in his 7 mm. scale "Standard" 2-10-0. These and some other show models are illustrated in our half-tones with this article.

Lastly, Les Young, M.M.R.S. Treasurer and Exhibition Manager, says he particularly wants visitors from outside the Manchester area to make themselves known to the officials so that they can guide them straight to their pet models. Visitors in Manchester, too, who are not members, should enquire about M.M.R.S. facilities. It is this personal touch which makes the show a real Manchester welcome and a nationwide invitation to all railway modellers.



An "EM" gauge L.M.S. coach built by David Leigh

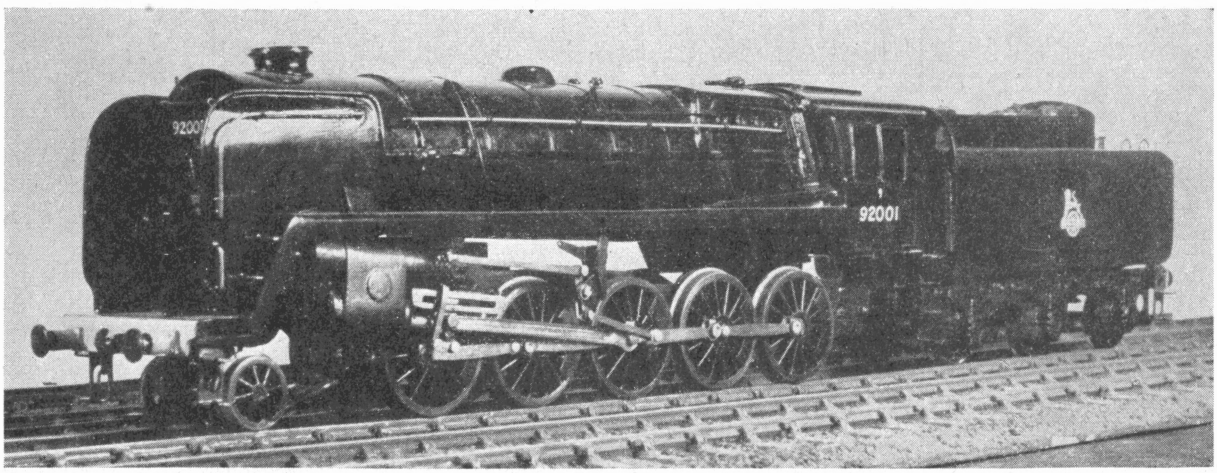
M.M.R.S. 1954 EXHIBITION PLAN OF STANDS



MMRS

KEY TO STANDS

1. CASH DESK AND HANDBOOKS.
2. "O" GAUGE M.M.R.S. LAYOUT.
3. "EM" GAUGE "DOG TRACK" LAYOUT.
4. "OO" GAUGE LAYOUT.
5. BRITISH RAILWAYS EXHIBIT
6. TRAM RUNNING TRACKS
6. THE MODEL RAILWAY CLUB
8. STATIC TRAMS
9. "JUMBO" CAB
10. L.N.E.R. MODELS
11. G.W.R. MODELS
12. L.M.S. AND S.R. MODELS
13. TEA BAR
14. TALYLLYN R.P.S.
15. STEPHENSON LOCOMOTIVE SOCIETY
16. NEW MODELS STAND
17. DOUGLASS MODELS
18. MECCANO LTD.
19. PLASTICS LTD.
20. HALFONE MODELS CO.
21. G. N. SLATER
22. MEN'S LAVATORIES
23. EXHIBITOR'S CLOAKROOM
24. ENTRANCE TO CINEMA AND RESTAURANT



B.R. Class 9 2-10-0 in 7 mm. scale, a first railway model by Peter Hammond

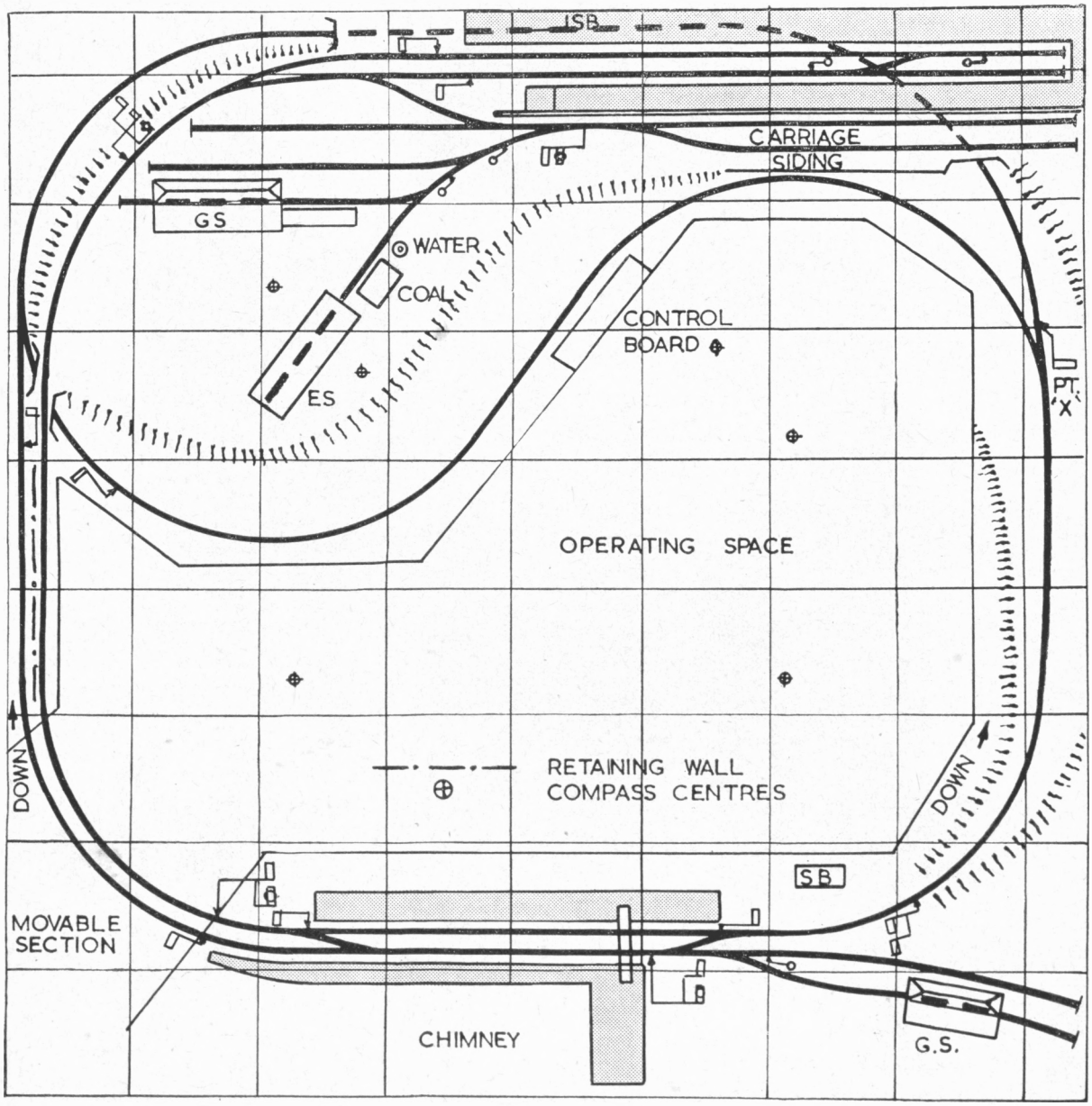
8′ 6″ by 8′ 6″ "OO" Gauge

THIS month's design contains a continuous single line run, a small terminus, a through station and a partially concealed return loop. With this track arrangement trains may be run from the terminus, which could be in typical branch line style, round to the country through station and thence to the return loop which, in imagination connects with the main line.

Traffic is always routed through the smaller radius at point "X" so as to avoid stalling on the sharp up-grade at the other side of the layout, this being reserved for trains running on the continuous line an a clockwise direction. Eventually any train can return from the "junction"—in reality, the return loop—to the branch terminus.

Trains can be halted in the concealed portion of the loop and an additional lay-by siding might be possible. No turntable is provided as tank engines have been envisaged. Even so the full-size practice of running tender locomotives tender first on branches leaves the motive power to the individual.

As designed, no "main-line" curve on the layout is under 24 in. radius in "OO" gauge. Each square on the drawing equals 12 in. for 4 mm. scale and 21 in. for 7 mm. scale.



Design by R. F. Hansen

RAILWAY TOPICS

by J. N. Maskelyne
A.I.Loco.E.

A nice, Christmasy shot by Mr. H. C. Casserley shows an ex-L.M.S. 2-8-0 engine on a freight train near Berkhamsted. Only a steam locomotive could provide a picture like this!

CHRISTMAS MISCELLANY

BY way of a slight change from my normal policy, I propose to refer to a few matters that are more of general than purely "model" or technical interest, this month; and to start with, I will take up the question of the obsolescence of the steam locomotive, about which we seem to be reading quite a lot in the newspapers at present.

I do not think we need begin to worry unduly, but we may as well face up fairly and squarely to the fact that the steam locomotive, as we know it, is coming to the end of its time; it *must* be. And yet, I am prepared to give it at least another thirty years of vigorous existence and service; my reasons are that: first, steam locomotives are still being designed and built; and there are more to come, unless a very revolutionary change in our conceptions of motive power is suddenly thrust upon us. Secondly, so far as Great Britain is concerned, a total of something like 19,000 steam locomotives cannot be suddenly displaced by other forms of motive power, unless the latter have proved themselves to be far superior in every way; it is not, by any means, an economic proposition. Provided that nothing unforeseen occurs, the process of replacing the steam locomotive entirely by some different form of prime mover is going to take a long time. By then, there may have been developed the logical successor to the steam locomotive, which, after all, *should* be an improved form of steam locomotive!

Already, there are signs that this problem is occupying the attention of scientists and engineers, and I believe I am right in saying that in America there exist, on paper, two designs of atomic-powered *steam* locomotives, either or both of which, if they are ever built, would supersede the present diesels. But the problem does not apply only to railways; roads, ships, aeroplanes and electric generating stations are all affected by the one basic fact that the world's supplies of fuel oil and coal are diminishing, and some other source of heat, is therefore, being eagerly sought. Atomic power appears to be the complete answer, provided that men can be persuaded to apply it to the purposes for which it is urgently needed, rather than as a means of blowing the world to pieces!

One thing, however, is perfectly clear, in that the prime mover of the future must possess all the advantages and none of the disadvantages of all its predecessors. So far as the railways are concerned, I cannot see any great future for either extensive electrification or wholesale dieselisation, since both, at best, can only be stop-gaps, and very costly ones at that. But I *can* see a big future for a prime mover that will derive its motive power from heat that will not involve the wasteful combustion of any form of solid or liquid fuel.

That these are not mere idle thoughts is substantiated by the fact that atomic-powered ships, aeroplanes and electric generating stations are already possibilities: it will not be so very long now before two, if not all three, of these are actualities. Possibly, by that time, one or both of the locomotives I have mentioned will be building. Even so, our old and historic friend, the steam, reciprocating locomotive will be there to hand over gracefully, gradually and honourably to his (or "her") successors.

Apology

After the appearance in July of my note about "New 'Lower Quadrants,'" some readers wrote in to make polite, if somewhat pointed enquiries concerning my well-being and state of health, and then to inform me, equally politely, that either I had been dreaming, or I was sadly mistaken or misinformed. This puzzled me a good deal, because I was certain that I *saw* those signals and, moreover, discussed them with one or two gentlemen who met me at the station and treated me to a most excellent meal before I gave a lecture to the Aylesbury Society of Model Engineers the same evening. We were all in full and unsullied possession of our normal faculties, I am sure; so the letters I have mentioned were something of a mystery to me. To clear up the matter, I telephoned to one of the said gentlemen. He laughed a good deal, rather rudely, I thought; he then informed me that the station at which he and his friends met me that evening was not Aylesbury, but Amersham.

In offering a sincere apology for the blunder, I can only plead that I am not thoroughly familiar with the locality.

PROPRIETARY AUTO-CONTROL

AUTO-SIGNALLING AND CONTROL—5

BY D. W. LEY

AS the majority of model railway layouts start life with proprietary trackwork and probably a large number of layouts in constant use feature ready-made permanent-way, this final article will deal with the application to such equipment of the ideas suggested in previous instalments.

All three-rail types of "table-top" railway track with a metal base are ideally suited for the wheel type of contactor. We have discussed this earlier but in order to impress the simple circuit on our minds, Photo 2 should be glanced at. Here we have a piece of Hornby Dublo track, a bulb, a battery and a locomotive. When the locomotive reaches the segment of rail that is isolated from the track base and running rails, the circuit will be complete.

The construction of such a contactor is clearly shown in Photo 1. A segment of the rail has been cut out and is laid upon some insulating material, such as two or three layers of "Cellotape." The "Cellotape" is then wrapped around the sides of the rail and the ends, any surplus being cut away from the running surface of the rail. The rail is then replaced in position on the track bed, when the rail retaining clip should be re-clamped with a pair of pinchers, taking care not to cut through the "Cellotape." A further piece of "Cellotape" is cut away from the side of the rail where the connecting wire is to be soldered once more being careful not to destroy the insulation between the contactor rail and the track bed. My reason for preferring "Cellotape" is its transparency, but insulating tape, fibre, cardboard, paper, or any form of insulating material will do quite as well.

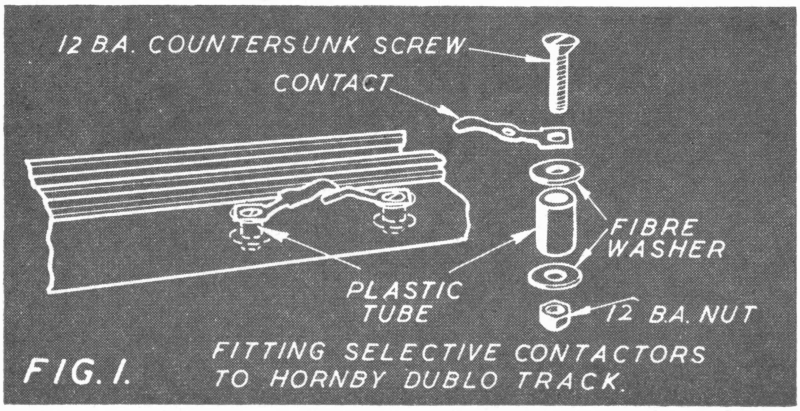
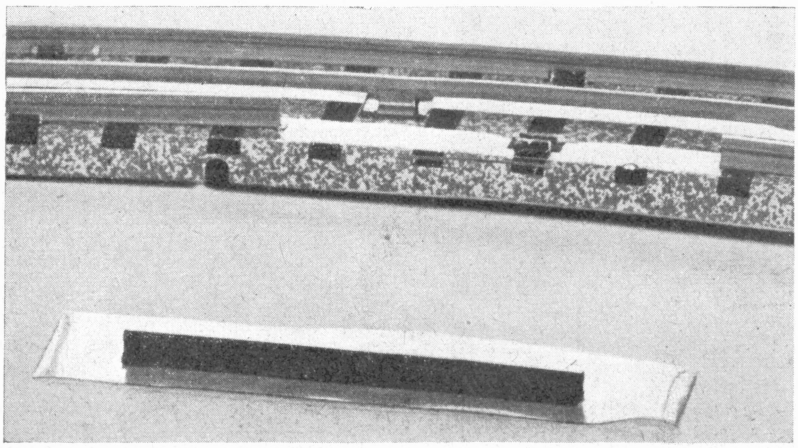


FIG. 1. FITTING SELECTIVE CONTACTORS TO HORNBY DUBLO TRACK.



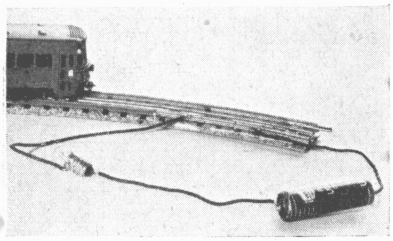
Arrangement of non-selective contactor on Hornby Dublo track. A short section of running rail is sawn away and insulated from its holding clip with plastic tape

The train in Photo 2, upon its wheels running over the contactor rail (which is insulated from the track bed) will complete the circuit via the track bed and the locomotive wheels from the battery to the bulb. All very pretty, eh? But extremely useful, too, for we can all see how easily it is to light the bulb which in turn enables us to see how easy it is to operate a solenoid in the same manner.

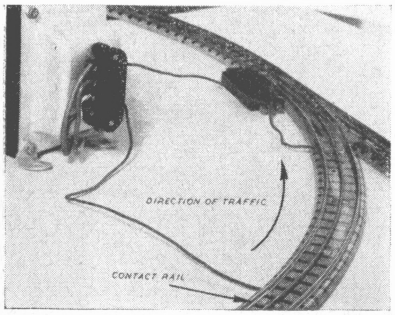
Photo 3 shows a branch line, the turnout of which is controlled by a solenoid. The solenoid is, of course, operated by a solenoid transformer of suitable capacity and the circuit is completed by the contact rail, similar to that shown in Photo 2 and constructed in the same manner as shown in Photo 1. A train running on the branch line will operate a solenoid by completing the circuit via its wheels between the solenoid, the solenoid transformer and the track bed. This method of operation has been put to considerable use in our earlier articles on auto-signalling. The signals can be controlled by the solenoid and operate in exactly the same manner as previously described. Any train will open or close the turnout, and any train will operate the signal.

This method of non-selective control is very effective, but where you require individual actions by individual trains (i.e. the goods train always going into the goods yard and never into terminus platforms, or a passenger train always entering the terminus platforms and never the goods yards) selective contactors must be used. These, by being placed in different positions relative to the running rails, can be used to route locomotives into various platforms or areas of your layout automatically. We have of course gone into this system quite thoroughly before and will now consider the fitting of this type of contactor to proprietary tracks.

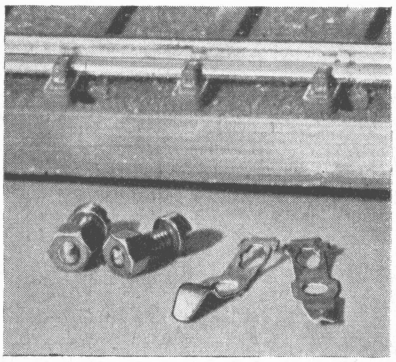
The circuit is completed with a locomotive shoe positioned to operate a predetermined track contactor. Photo 4 shows the required parts for making this type of contactor: two 10 B.A. nuts and bolts and two switch contacts—a purchase reasonable enough for even the most financially embarrassed brass hats on your local line. The piece of



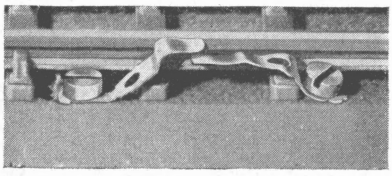
This circuit, for Hornby Dublo track, is normally incomplete. When the locomotive wheels bridge the rail gap and run on to the insulated section, the circuit will be completed



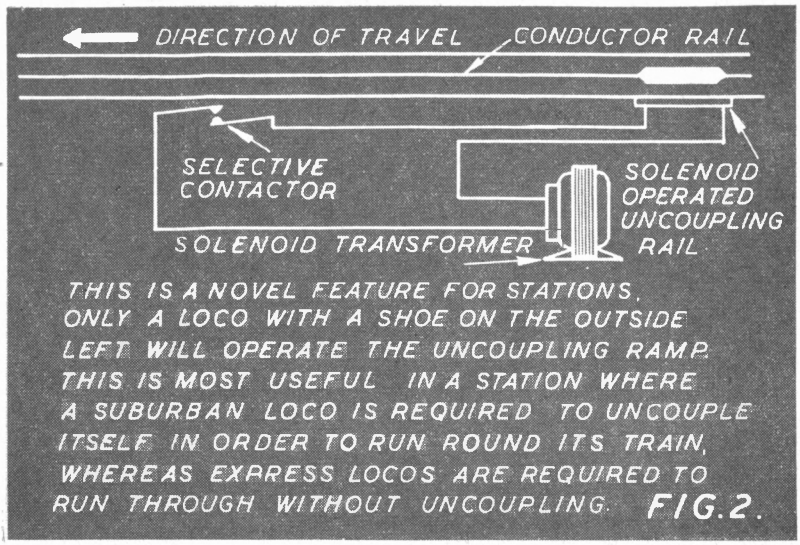
In this set-up, a wheel passing over the contact rail will operate the point solenoid in the background to suit the approaching train



Parts for a selective contactor on Tri-ang track: two 10 or 12 B.A. nuts and bolts and two switch contacts. This type of fitting can also be fixed to Rivarossi track with small rivets



A selective contactor in place on Tri-ang track. Wires are soldered to the two screw-heads. The same contactors can be bolted between the rails if required


DIRECTION OF TRAVEL
CONDUCTOR RAIL
SELECTIVE CONTACTOR
SOLENOID OPERATED UNCOUPLING RAIL
SOLENOID TRANSFORMER
THIS IS A NOVEL FEATURE FOR STATIONS. ONLY A LOCO WITH A SHOE ON THE OUTSIDE LEFT WILL OPERATE THE UNCOUPLING RAMP. THIS IS MOST USEFUL IN A STATION WHERE A SUBURBAN LOCO IS REQUIRED TO UNCOUPLE ITSELF IN ORDER TO RUN ROUND ITS TRAIN, WHEREAS EXPRESS LOCOS ARE REQUIRED TO RUN THROUGH WITHOUT UNCOUPLING. FIG.2.

track shown has two drilled holes ready for mounting the two contactors. Photo 5 shows them mounted and set up for operation by the locomotive shoe. To fit this type of contactor to Tri-ang track is an extremely simple matter. To fit a wheel contactor to the Hornby Dublo track as shown in Photos 1, 2 and 3 is likewise an extremely simple matter. Other combinations, however, are not so simple. For Tri-ang track, a wheel contact for operation by one locomotive having metal wheels is best achieved by using a check rail contactor. This has been thoroughly discussed in article one. For installation, a length of rail can be soldered to the heads of two screws mounted on the inside of the track base so that it will touch the inside of the locomotive wheel flange.

A selective contactor for Hornby Dublo, Marklin or any other metal-based track is easily fitted to a permanent layout as it can be easily secured to the baseboard and the height adjusted until it suits the locomotive contactor shoe. It can be hidden in foliage or ballast, or whatever scenic effects you have in mind. If, however, it is essential to mount it on the base of the track, then the bolts passing through the track base (as shown for the Tri-ang track in Photos 4 and 5) must be insulated from the metal base. This can be done with plastic tubing and fibre washers as shown in Fig. 1.

Fig. 2 shows the basic circuit for a selective contactor applied to the operation of an uncoupling ramp, though in practice a " holding " device would be necessary to keep the ramp raised during the uncoupling operation.

Power Supplies

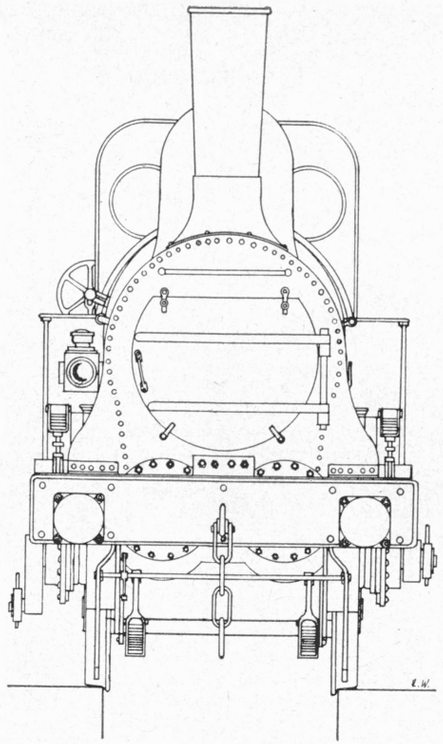
One point that few folk appreciate is that although one 12 volt d.c., 1 amp power unit will run one locomotive, a turnout solenoid or a signal solenoid quite satisfactorily, the one unit will not operate two at the same time.

For instance if, as depicted in Photo. 3, a locomotive operates a wheel contactor not via the solenoid transformer as shown, but through its own power unit, a drop in speed (if not a complete stop) would be noted as soon as the turnout solenoid operated, if indeed it did operate. As a rule, with the smaller type of power units, the locomotive will stop and the solenoid will not work either. Even if your power unit has an output of between 1½ and 5 amps at 12 volts, d.c., the locomotive will give a jerk when the solenoid is operated. If you are intent upon availing yourself of the advantages of auto-signalling and control, it is essential that you purchase a unit especially for the operation of solenoids in order to have smooth operation. A powerful solenoid transformer with a 5 amp output can be purchased for about 50s. It is also possible to run any lighting for the layout from this type of transformer as they usually have tappings at the lower voltages.

But, again, when a solenoid is operated from a transformer which is also supplying current to lights, the lights will dim upon the activation of the solenoid. So, for accurate realism in operation it is necessary to have a transformer especially for lighting your layout. A unit capable of lighting a complete layout can be purchased from about 15s. Bear in mind that, apart from the greater realism we are to have in operation (which is necessary even where we are not having automatic signalling and routing), the small outlay required will benefit us considerably because, with separate supplies for track, points and lights, we will not be overtaxing our locomotive supply with auxiliary equipment. It is essential for the smooth and reliable operation of locomotives that their power source

(*Continued on page* 259)

N.E.R. "WHITBY BOGIE" 4-4-0



JULY 31st last marked the centenary of one of this country's largest pre-grouping railway companies, the North Eastern Railway. To ensure that this occasion might receive at least a token commemoration in the pages of the "M.R.N." one locomotive class has been selected which is interesting historically even if it cannot be considered by some in the aesthetic sense.

Known as the "Whitby Bogie" class, these engines were specially designed in Edward Fletcher's regime for working the old Whitby and Pickering line which abounds in steep gradients and sharp curves, so that a flexible wheelbase was considered most desirable.

Ten were built, Nos. 492-501 by Robert Stephenson's in 1864. The following dimensions of the class would be useful to any who may contemplate building a model :—

Wheelbase, from outside the 6 in. wooden buffer beams: 3 ft. 2 in. + 4 ft. 0 in. + 5 ft. 3 in. + 7 ft. 8 in. + 3 ft. 3 in. Chimney height from rail level: 13 ft. 6 in. Buffer centres: 3 ft. 4 in. Footplate height from rail level: 4 ft. 2½ in. Bogie wheels: 3 ft. 0 in. diameter. Coupled wheels: 5 ft. 0 in. diameter. Boiler centre: 6 ft. 7 in. above rail level. Buffer centres: 5 ft. 9 in. Beam: 7 ft. 9 in. Footplate width: 7 ft. 6½ in.

Frames were double, the inner ones, ⅞ in. thick, being 4 ft. 1 in. apart and the outer ones, 1⅛ in. thick, 1 ft. 1½ in. from them. As will be noticed, bearings were provided for the coupled wheels in both frames, while the bogie only used the inside ones. The particular feature to be noticed in the design was the way in which the bogie centre was placed well back from the smokebox centre so as to obtain a short wheelbase. This gave the engine a somewhat unusual appearance, though the arrangement proved quite satisfactory in practice.

Other points of interest, from an historical point of view were, first, that it seems this was the earliest occasion on which stovepipe chimneys were fitted to North Eastern engines and, second, that the class was the first of the 4-4-0 type to be built in Britain with inside cylinders.

Edward Fletcher never seemed to have considered employing this arrangement for main-line work, as he resumed the building of the 2-4-0 type for express trains.

In the later years of their lives, most of the "Whitby Bogies" were rebuilt with flush boilers and received the Fletcher round-topped cab.

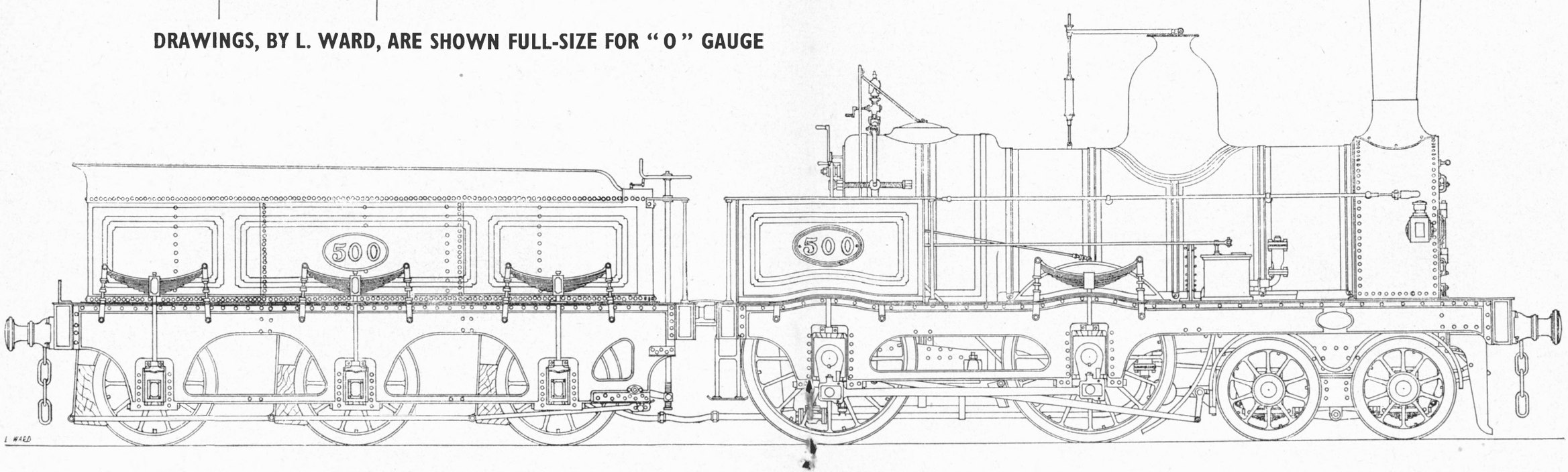
The original painting and lining were quite elaborate. Boiler, cab, dome, wheels and tender received a yellowish mid-chrome green panelled out in black bands and dark green (possibly Brunswick Green). The boilers were edged with fine vermilion and white inner and outer lines respectively. Frames were a deep Indian Red edged black with a fine vermilion line between. The tender was treated similarly with the sides divided into three panels, the centre one being wider in which the engine's number plate, elliptically shaped, was painted with the border and numbers in gold on a vermilion ground. An identical arrangement applied to the number plate on the cab panel.

When rebuilt, the engines received a much simpler lining-out scheme that consisted of black bands edged each side in fine white lines. Frame were black, edged in vermilion.

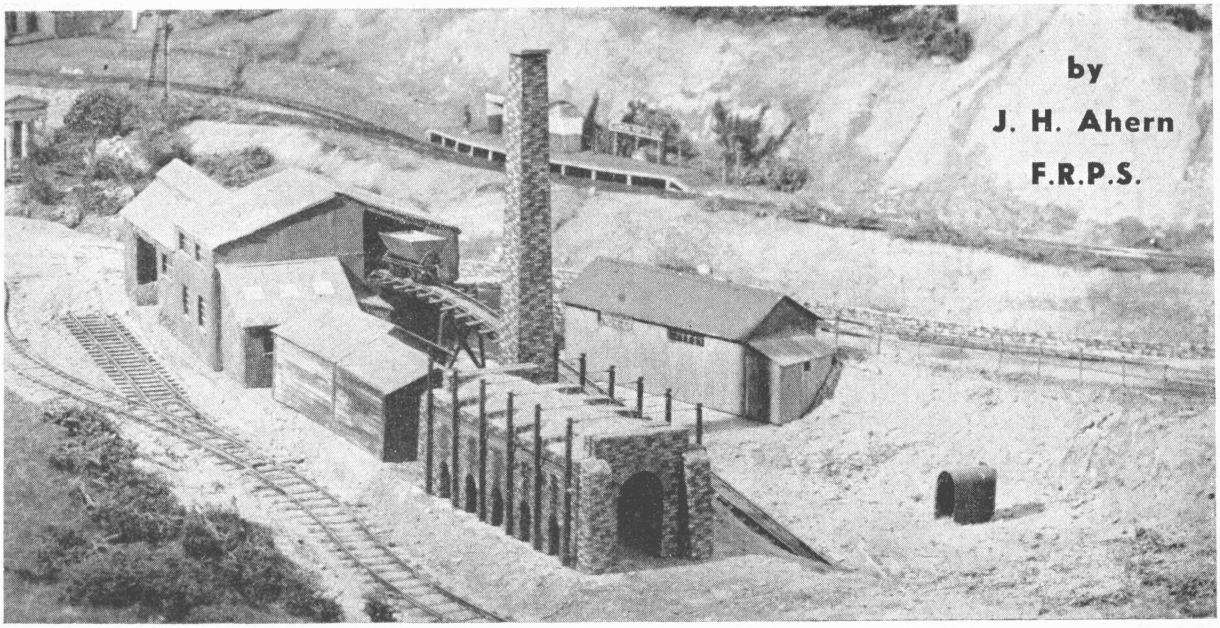
Regarding photographs, I have only been able to find one of the class and as rebuilt and renumbered at that; it is of No. 1809 and obtainable from the Locomotive Publishing Co., negative No. 0905.

A model of this old North Eastern Railway 4-4-0 would look very attractive and would be quite a change too from the more modern trend in locomotive modelling. From the practical point of view, such a model with its short wheelbase should be quite at home on the sharp curves found on most model railways.

DRAWINGS, BY L. WARD, ARE SHOWN FULL-SIZE FOR "O" GAUGE



SCALE INCHES 12 6 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 FEET



by
J. H. Ahern
F.R.P.S.

The Madder Valley makes BRICKS

BEFORE setting out to describe to you how I made a brick field, I firmly insist upon giving notice that I really haven't the foggiest notion of how bricks are made and therefore accept no responsibility whatsoever for errors and/or omissions. Believe me, the catch about things like brick fields is that there is such a profusion of odd buildings all over the place that it is quite difficult for the uninitiated to bring away any coherent impression at all, or to sort out the essentials and reduce and simplify to a point where reasonable modelling becomes a possiblity. When I went in search of a brick field, I contemplated my find in a slightly mazed conditions of mind and wondered how long it would take to get things sorted out, and whether the daylight would last long enough ; and then decided that the only hope was to take quite a lot of photographs and try to get a simplified version figured out from them later. I give you four of the photographs and you can compare them with the diagrams, and the photograph of the model which now adjoins the Madder Valley Railway.

The drawings show a plan and the various erections exactly as I modelled them, working from the photographs and such mental impressions as I managed to carry away. Since I don't know what the various structures are properly called, apart from the kiln—I must be on firm ground there—I have given them numbers on the plan and on the corresponding elevations. Lots of " OO " gauge modellers seem to be on the look out for interesting set-ups which provide an excuse for private sidings and I think a brick field is quite a nice change from the usual quarry or factory. Incidentally, a brick field *includes* a quarry, as the drawings show ; it is a quarry-plus so to speak. What it is they quarry to make the bricks I am not clear about, but if you paint the exposed soil a deep yellow, gamboge say, with traces of reds and browns mixed in here and there, you will not be far wrong.

Let me tell you that you can hardly hope to emulate the state of muddle and confusion which seems to be proper to a brick field : all the heaps of waste and broken bricks ; the old rusty boilers and tanks, just lying about ; the cryptic iron castings which seem to have been part of some sort of gigantesque machinery once upon a time ; the sheets of rusty and discarded corrugated iron, and the bits and pieces of defunct motor lorries. You can have a shot at all this if you feel like it and the effect will benefit enormously ; my model is *much* too tidy at present and should have another couple of evenings spent on it.

Needless to say, there are no fixed sizes for anything and you can modify my dimensions as you think fit to suit your own site. You will be able to appreciate from the plan that I had to fit my model into a cramped and awkwardly shaped site. No alternative was available, for the Madder Valley is getting a bit crowded. You will note, for example, that I had to cut off a corner of the main building, numbered 1, to avoid the roadway. I have indicated this on the elevations, but it is unlikely that you will have to worry about it, unless you happen to have a site of similar proportions.

From the scenic point of view, the brick field has two main features ; there is the kiln, an attractive and unusual shape to model, and a narrow-gauge (10 mm.) rail track, or " inclined plane," supported upon bents. It is provided with a hopper truck in which the quarried material is drawn up from the face to the upper floor of building No. 1, by a cable and winding drum. I have not provided any winding arrangements on my model, but it would not be difficult to do so, using manual power or a small electric motor. In that case the main roof of the building should be made removable to permit access to the mechanism.

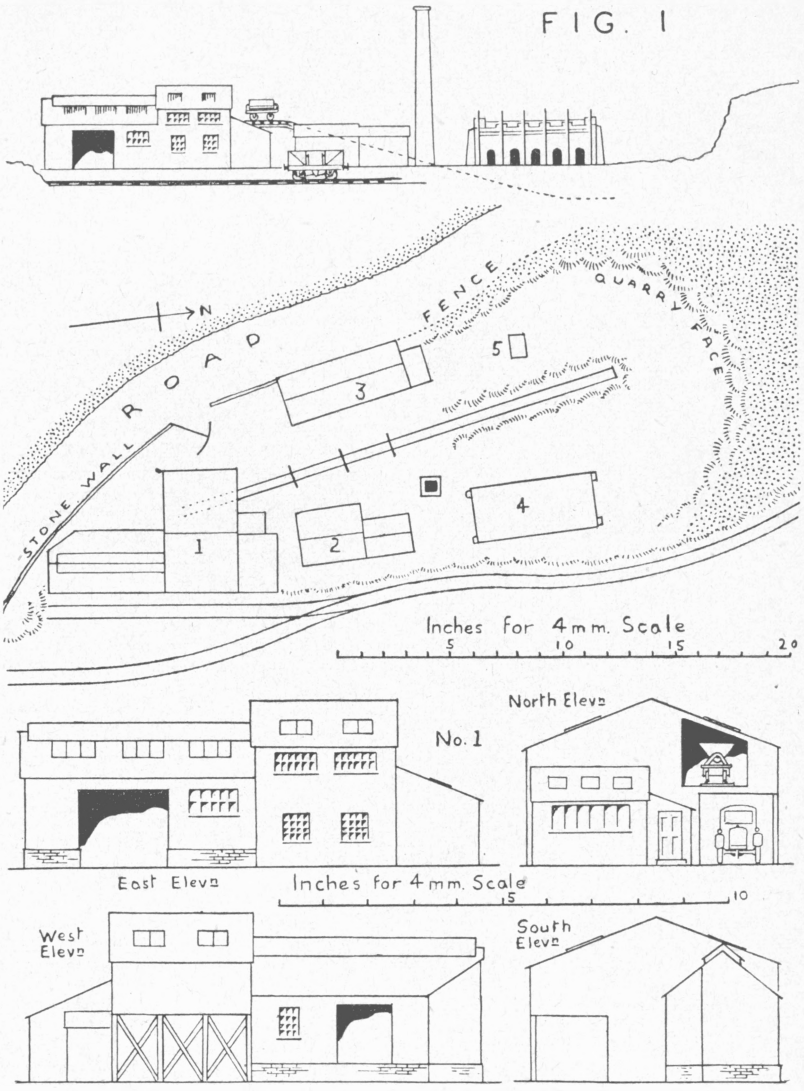
Now let us consider the kiln first, and there are, by the way, three of them on the field where I collected this infor-

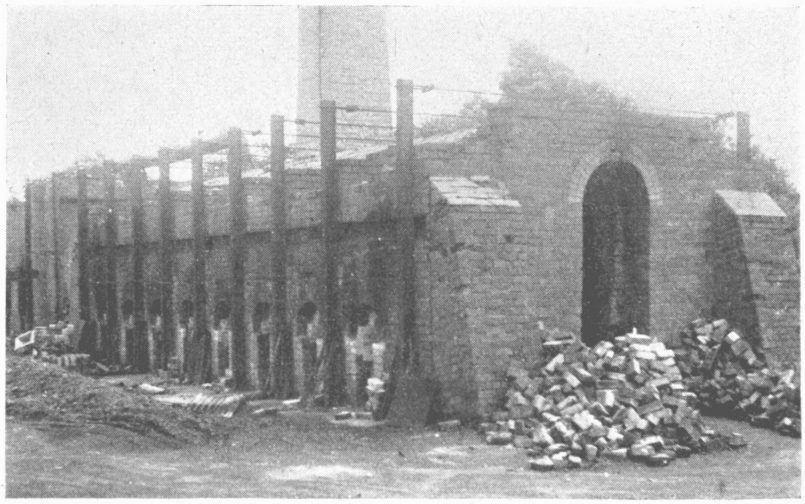
mation, each having its own brick chimney. The first thing which strikes one is that the walls give an impression of quite unusual thickness as seen through the arched openings—rather like an Egyptian temple. I therefore cut the sides and ends from wood nearly $\frac{3}{8}$-in. thick. The arches were formed in the sides by drilling a row of $\frac{3}{8}$-in. dia. holes and cutting out the remaining waste piece with a fine saw (see sketch in Fig. 2). The sides and ends were put together with glue and pins. The arched roof is made of bricks with the courses running longitudinally. How I arranged it is shown in the " isometric " diagram in Fig. 2. I made the roof of card and provided it with flaps which tuck in and are glued to the sides. Now it is evident that for some reason which I don't understand the walls are subject to considerable internal pressure ; a peculiar arrangement of ironwork has been provided to counteract this internal thrust. You will see from one of the photographs that a deep rolled steel joist of the usual I section has been let into the brickwork along each side with its upper edge about 2 ft. down from the top of the wall. The outer edges of the heads of these joists come flush with the brick face, so it follows that the web is slightly recessed. I managed to represent this by cutting a shallow recess, about 1/32 in. deep, in the wood with a knife and small chisel. I painted it grey with *oil* paint and got the effect quite well. If one failed to get a smooth surface in the recess, one could get over it by sticking in a strip of writing paper, cut to the length of the recess, to provide a smooth surface. Next we have a row of upright steel joists, spaced along each side between the arches and with their feet sunk in the soil. For these I used " OO " gauge rail. I soldered them to " lill " pins which had been driven into the wood sides and bent over so as to hook the rail in place. Two pins were used to each upright member. The photograph shows that the upper ends of these joists are joined by wire cables with strainers, running from side to side several feet above the roof. For the cable I used 30 gauge galvanised iron wire, looped round the ends of the joists and soldered in place. The wire was left unpainted ; the uprights were painted medium grey, the same colour as the large horizontal joists.

You will notice that there are little brick piers on the roof, behind each vertical joist, which merge into the curve of the roof. These are best made from $\frac{3}{8}$ in. by $\frac{3}{16}$ in. stripwood and shaped with a half-round file to fit the roof. That is about all and the building was finished all over with " smoky brick " paper. The paper was given an appropriate sooty appearance, especially above the arches.

The brick chimney is not directly connected to the kiln. It stands by itself several feet away. Evidently there is a connecting flue below the ground. Make the kiln longer than mine if space

FIG. 1





permits, by adding one or more additional arch sections.

Not much need be said about the main building group, No. 1. I used rather thicker card than usual, and finished it all over, walls and roof, with G. N. Slater's corrugated iron. It is painted a medium grey. I advise you to provide a substantial wood floor for the upper storey to give strength and rigidity. If you use ¼-in. thick wood for this, you will be able to secure it with a few "lill" pins from outside in addition to the adhesive. It will be seen that the upper storey overhangs the lower floor on the "east" side and is supported on a structure of upright timbers with crossed diagonal bracing. These timbers are made of ⅛ in. by ⅛ in. stripwood and assembled with glue and fretwork pins. You must go rather carefully with the pins for they come close to the ends of the wood and splitting is likely to occur. You should drill pin holes for them and then press the pins in with small pliers, as far as you think they can go with safety. Then cut off the surplus. I rather think that the best way to accomplish a job like this is to assemble on the bench on a sheet of thin paper, such as typewriter paper. It doesn't matter how much the work sticks to the paper ; when the glue is thoroughly dry you tear off as much of it as will come away and remove the rest with sandpaper. This is similar to the method employed for certain kinds of inlay work. You have to make a halved joint where the diagonals cross. This is rather fiddling, but any crannies can be filled with glue or plastic wood. The upright members are cut long so that they project up inside the upper storey, where they are secured to the wall with glue. This should be done when assembly is almost complete, and with the building standing on a flat surface so that you can be sure the uprights just touch the ground. You must cut recesses in the upper floor to accommodate them. They are painted to suggest creosote. I am assuming that the reader is reasonably familiar with the general methods of constructing buildings in card and that he will know how to work from the drawings. There is, however, one point to which I should, perhaps, refer. In the single storey portion at the "south" end it will be seen that two loading bays are provided, on the "east" side for railway wagons and on the "west" side for lorries. Due to the fact that in my case the railway is on a level half-an-inch lower than that of the yard of the brick field, it was necessary to arrange these loading bays on slightly different levels. Hence we have to assume a difference of floor level inside the building, probably provided for by a sloping ramp. If the brick field and the railway were on the same level the point would not arise, and a slight modification to the "east" elevation would bring the floor level of both loading bays to the same height (usually about 3 ft.) above the ground. I must leave the reader to adapt as may be necessary to meet the circumstances of his particular case.

The various roof lights can be represented quite well by applying pieces of matt silver paper, or the "Merco" sashing paper.

On the right hand side of Fig. 2 is shown how the bents which support the quarry track were made. They are, of course, of increasing height as you get further away from the quarry trench, and the one shown is the highest. That is to say that it brings the track to approximately the same height as the upper floor of building No. 1. They were bent to shape from a piece of "OO" gauge rail, with diagonal braces, which are also of rail, soldered across from corner to corner. The feet were pushed into close-fitting holes drilled in the baseboard, and maneouvred slightly up or down so that the track should rise at an even inclination. The track which they support was made up separately and finally soldered to the bents *in situ* on the baseboard. It consists of two lengths of ⅛ in. by 1/32 in. brass strip, standing upright ; ⅛ in. by 1/16 in. would look better but I had none available. The reader will have noticed that these bearers must be bent at the head and foot of the incline where the track levels up. To accomplish this it may be necessary to cut the strip nearly through in three or four places when it will be easy enough to work it to shape.

When the required angle has been obtained one solders over the saw-cuts. Sleepers cut from the same ⅛ in. by 1/32 in. brass were soldered to the bearers, and finally lengths of "OO" rail were soldered to the sleepers. The track was placed on the bents, with one end in the trench and the other concealed inside building No. 1 and a little final levelling up undertaken. Lastly the track was soldered to the bents at a few points. The whole thing is painted a nondescript greyish brown, only the rail heads being left bright.

The frame of the little hopper truck is made from a piece of rail, bent to a rectangular form and soldered where the ends meet. The axleguards are pieces of sheet metal, drilled for the axle journals and soldered to it. An arch of wire (preferably 1/16 in. square section) is soldered to each end to form the supports of the body. The body I made from a shaped block of wood, planed to a triangular section and rounded underneath as shown. Then the top surface was rounded off with a coarse rasp because it is supposed to represent the load of lime or whatever the stuff is. Sides and ends of Bristol

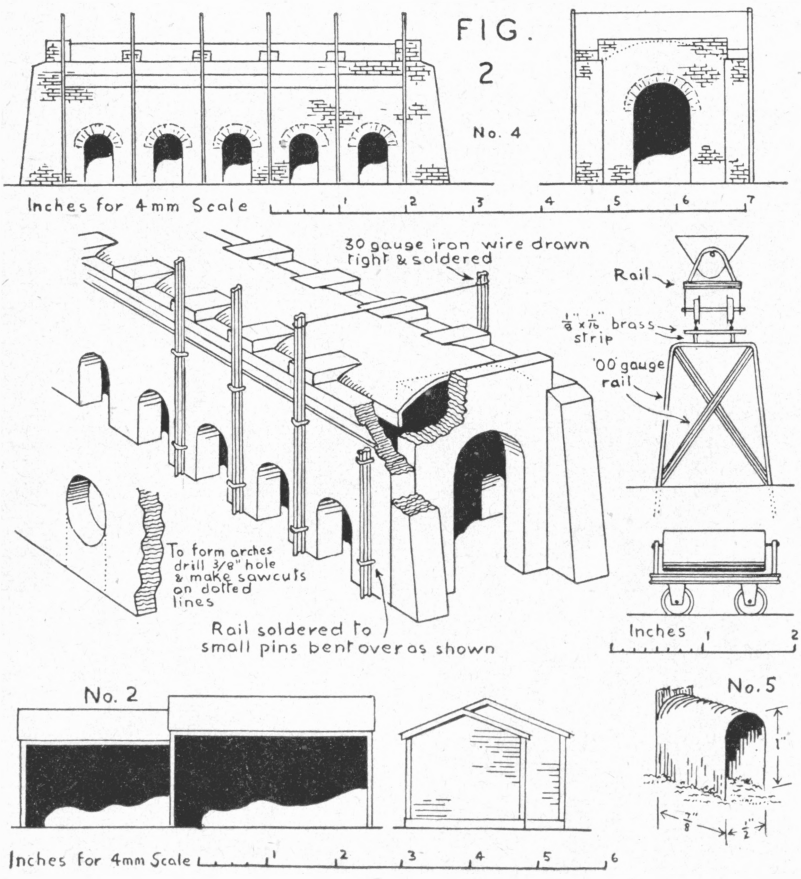
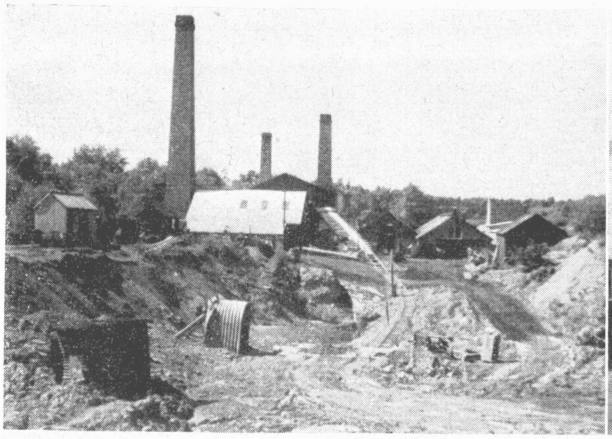
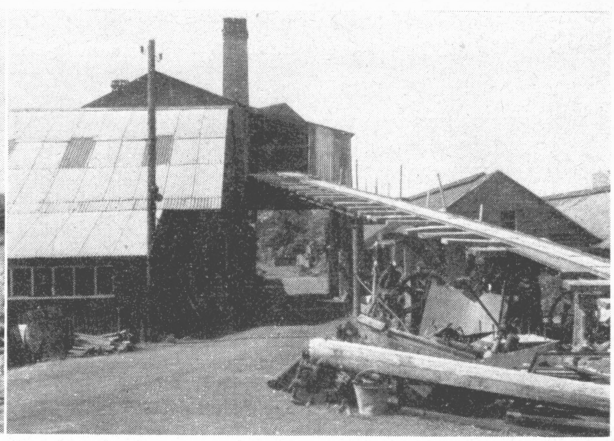


FIG. 2
No. 4
Inches for 4mm Scale
30 gauge iron wire drawn tight & soldered
Rail
⅛" x 1/16" brass strip
'00' gauge rail
To form arches drill 3/8" hole & make sawcuts on dotted lines
Rail soldered to small pins bent over as shown
Inches
No. 2
No. 5
Inches for 4mm Scale





board were applied with glue to this former block. The vehicle is painted a light grey ; the exposed surface of the wood block was tinted a deep yellow and then glued and sanded.

The wheels may prove a problem if the reader has no arrangements for metal turning. They should be only about ¼-in. dia. on the tread, and I do not know where one can hope to buy anything of the sort. There is just a chance that one might find some cheap toy with suitable wheels. I would point out, however, that the model is purely ornamental (assuming that you do not think it worth while to provide working winding gear) and that there is no need for the wheels to turn. Hence as a last resource they could be faked in some way. You could file up discs of thick sheet metal and solder on a larger disc of thinner metal to form the flange ; better still, you could saw thin slices from a piece of round rod and add flanges in the same manner. There is a form of curtain runner which could be treated in the same way and I believe it is available at Woolworth's. One might even use discs of thin plywood with card for the flanges, for so long as they look presentable when well painted with oil paint that is all that matters.

I almost forgot to say that the body is attached to the frame by means of a pin driven into each end and soldered to the highest point of the wire arches. These represent the pivots upon which the hopper tips.

The double shed, No. 2, which has its back to you in the photograph, is shown in Fig. 2. It is open in front, i.e., the side which faces towards the yard. It is finished as horizontal boarding, and can be painted to represent creosote. The roof can be corrugated iron, asbestos, or tarred roofing felt.

I have not thought it necessary to give drawings for No. 3. The reader can so easily design something for himself. It is supposed to be partly a garage for a lorry and has large double doors in the south end. I finished it (walls and roof in corrugated iron, and painted it in red oxide. This provided a pleasant, and rather necessary, note of warm colour against the rather cold. and drab tones of the other buildingss

The tall chimney is a length of ⅞ in. by ⅞ in. stripwood, tapered towards the top with plane and chisel. The brick paper must be applied to each of the four sides separately, or you will find the brick courses running off at very peculiar angles. A capping cut from thick card was added. I feel sure you would be quite in order in using a circular chimney instead of a square one if it happened to be more convenient to make up.

The amusing little shanty, No. 5, is so characteristic that it is worth taking a little trouble over. Cut a piece of the corrugated iron and take your time over bending it to the arched shape shown in the drawing, working it over pieces of dowel rod of progressively decreasing size until it assumes the desired shape. If you go at it gently, the corrugations will take it and will not become distorted. Secure it in shape by gluing a piece of ½ in. by ¼ in. stripwood inside the closed end, where it cannot be seen, and complete the back with a couple of pieces of corrugated iron which are of slightly unequal heights, but both stick up above the roof. The best adhesive for sticking model corrugated iron is, I believe, Durofix.

For the modelling of the ground, and the quarry face, the reader probably has his own ideas already. My particular fancy is Alabastine filler, mixed with a little sawdust to give it a gritty texture, and applied with a knife. It is spread on a rough framework of wood and card, and worked up with poster colours, or matt oils, and such properties as sand and dyed sawdust.

PROPRIETARY AUTO-CONTROL

(*Continued from page 253*)

should be untapped at any point, and this is far more important in automatic operation than in ordinary running.

We have found that we can use one rail for transporting two or three halves of a power supply because they originate from separate transformers. If we are to take full advantage of this rather wonderful phenomenon of electricity, then we should make sure that all jobs to be done on the layout are supplied from individual sources. The track-bed, being metal throughout, can be used as a glorious return path for the current from the lights of the signals, and from the point and signal solenoids. Suppose that on a little layout of ours, we have two power units for the locomotives, one for the lights of the signals and one for the solenoids. We have a couple of remote-control points and a remote-control uncoupling rail which is also operated from the solenoid transformer, via passing contact switches or by the crafty little contactors that we have been discussing. The track-base will carry the *return* current (i.e., one " side " of the circuit), whether it be positive or negative, from all three power units at the same time, without any possibility of a short circuit whatsoever. All three units can be plugged into the same mains socket either by using a three-way adaptor or by wheedling the wires all into one plug.

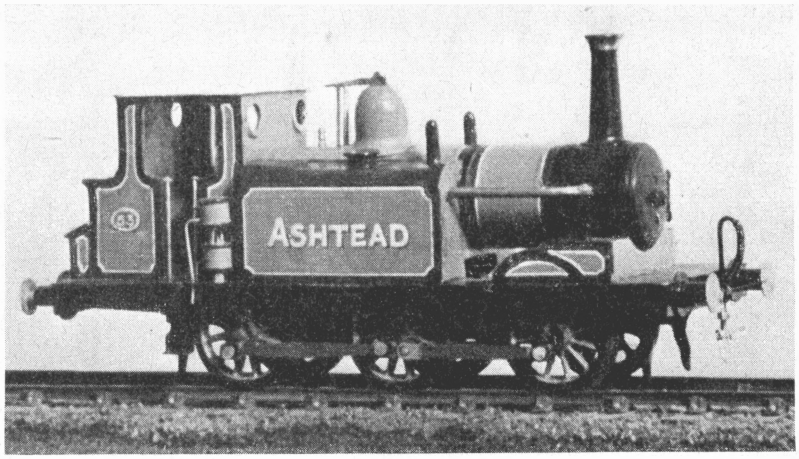
Lastly, please don't think your layout too small for automatic operations. A demonstration to a few of your friends of just the simplest of automatic features, like our slowing section and stopping signal set-up, will tickle them pink and help you to get more fun out of your layout. After all, it is a wonderful hobby, and whether you model three quarters of a mile of a Great Western siding or Clapham Junction in a room six by four and watch it through a periscope from the basement, I don't care, but please have fun with some automatic operation.

"ASHTEAD"

A SURVIVOR FROM TWO RAILWAYS OF THE PAST JOINS THE WESTCESTER & ABBOTSBRIDGE DIVISION

by M. G. Foster

A.M.I.E.E.



Photograph No. 1. "Ashtead" in 7 mm. scale as running on the "Wessex Lines"

PHOTOGRAPH No. 1 shows my 7 mm. scale "Ashtead" No. 53 of the old L.B. & S.C.R., which has now found her way on to the Wessex lines. She was on view at the Croydon Model Railway Society's exhibition in March 1950, and the Model Railway Club exhibition in April of the same year.

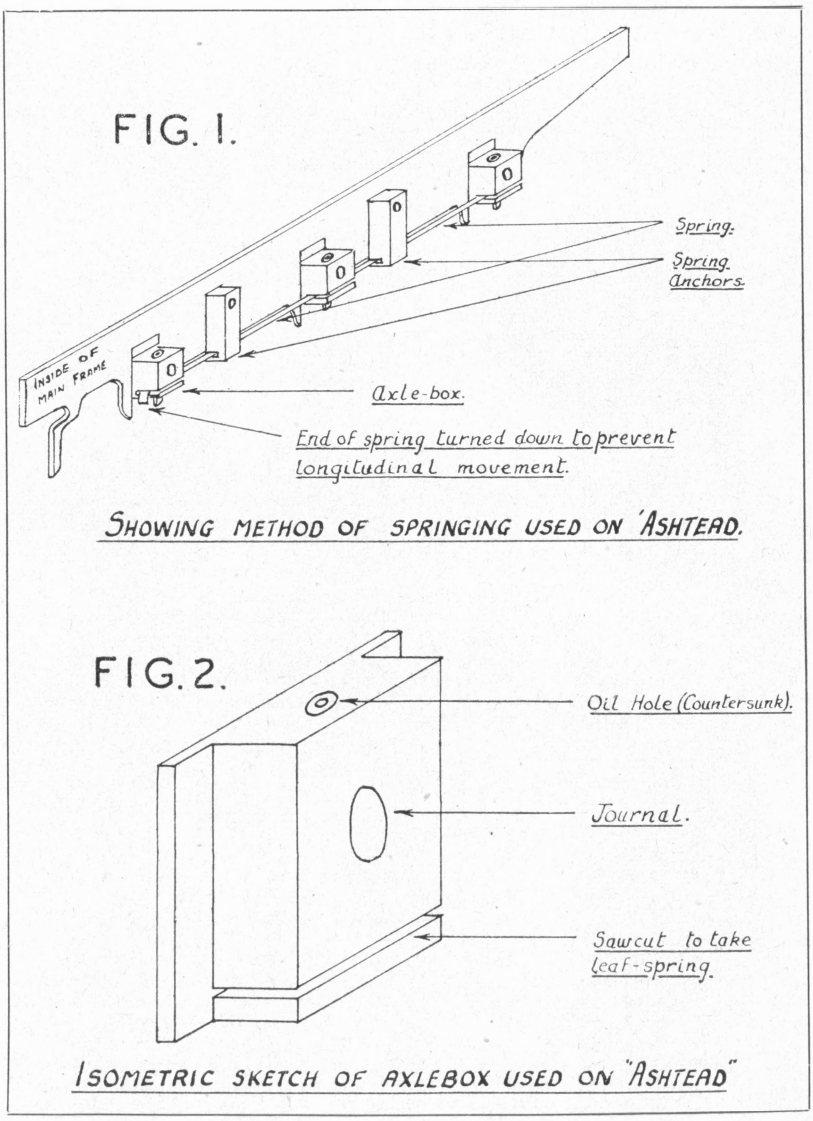
As will be observed from the picture she is not a perfect reproduction of the original, but her leading dimensions are sufficiently accurate for her to be readily recognisable.

By a strange coincidence the writer lived for a long period close to Norwood, his wife was born in Brighton, and, at the time of meeting No. 53, they were living in a house called "Ashtead"! It was therefore decided to model the "Terrier" as a kind of souvenir. When a start was made on the 4 mm. version during the war, however, a drawing was unobtainable. Recourse was made to preparing one from an indifferent photograph and an exceedingly small side elevation found in an old magazine. From these sources a 4 mm. model was started but never finished, it being decided to convert to 7 mm.

The same drawing was used for the larger model, hence the not too accurate chimney, and lack of outswept plate to the smokebox. However, the model has various other features which are of interest. It is fully sprung, all axles running in brass boxes of substantial dimensions, supported by long leaf-springs as indicated in Figs. 1 and 2.

The actual springs were obtained from an old watch, and the coupling rods are hinged in the middle to allow vertical wheel movement.

The motor, which was salvaged from the 4 mm. days of the W. & A. division, is a Hornby-Dublo six-coupled tank mechanism, and is mounted with its bearings inside the axle-boxes of the driving axle and is pivoted at the front end by two screws through the locomotive's main frames. This method of suspension, whilst allowing full movement of the driving axle, maintains the gearing in correct alignment at all times, and is similar to that employed for full-size traction motors. At the time "Ashtead" was built it was not possible to obtain 4 ft. dia. driving



wheels, and so these were made by adding crank bosses to Rocket Precision's 4 ft. dia. G.W.R. tender wheels, and the results have been quite satisfactory.

The model is arranged for two-rail operation, collection being from the tops of the wheels under the running plate, the wheels are turned to B.R.M.S.B. fine scale dimensions and running is excellent although naturally hauling power is limited. It is painted in William Stroudley's exhibition livery, having maroon underframes and footplate valances which, according to the writer's information was the colour they were painted for the Paris Exhibition of 1878 at which the " Terriers " gained a Gold Medal, although some locomotives' frames were painted black in service.

With the exception of the wheels, motor, and buffers, the model was built entirely from such scrap material as was available to the writer, the chimney, dome, whistle, and safety-valve spring covers being turned from the solid.

Apart from the lettering which was the work of a friend, all painting and lining was done by the writer. The lining presented some difficulty at first, but this was overcome by using ink " springbows " as shown in Fig. 3. The bows were loaded with poster colour of a consistency approximating to thin cream and then, with the point running as a guide, the lines were drawn quite thinly and accurately round the edges. A slight adjustment of the bows allowed the next colour to be added in a similar manner just inside the first. I always worked from the outside of a panel inwards, i.e. the first colour to be applied was the one nearest the outer edge of the part concerned. The numbers on the sketch should make this clear.

Two or three other constructional points may be of interest to modellers, the first being the method of providing the heavy polished brass bezels to the cab windows. Brass washers of a suitable outside diameter were soldered to the cab front plate in the required position, and then the holes in the washers drilled out to the correct diameter for the cab windows. The original hole in the washer acts as a pilot hole and very thin circular brass bezels can be made by this method.

Trouble was experienced in the past due to the tendency of paint to flake off brass, so when construction was completed the whole body was sent to Messrs. R. A. Kennedy of Croydon and dull nickel plated with the exception of the chimney cap which was copper plated. This process, whilst not clogging even the finest detail, makes a really first class surface for paint and no flaking occurs. All polished brass and copper parts were highly polished, cleaned off with petrol, and coated with a clear cellulose lacquer to prevent subsequent tarnishing of the surfaces.

Finally the writer has discovered that cable-jointing compound is a most excellent substance for fixing coal in bunkers. A small quantity can usually be obtained from Electricity Board's jointers down " holes in the road." When heated it becomes fluid (about the consistency of golden syrup) and if poured over the surface of a tender in this condition, selected lumps of coal can be embedded in it. On cooling the coal will be found to be held very firmly in position. Care should be taken in using this material not to get it into unwanted positions as it is extremely tenacious and cannot easily be removed.

Subsequent to building " Ashtead " the writer found Photograph 2 showing No. 4 of the W.C. & P., also a Brighton " Terrier," hauling one of the American type coaches belonging to that railway. These coaches formed the subject of an article by Mr. John Ahern F.R.P.S. in the " M.R.N." Vol. 17, p. 28, and readers may be interested to compare the model with the real thing.

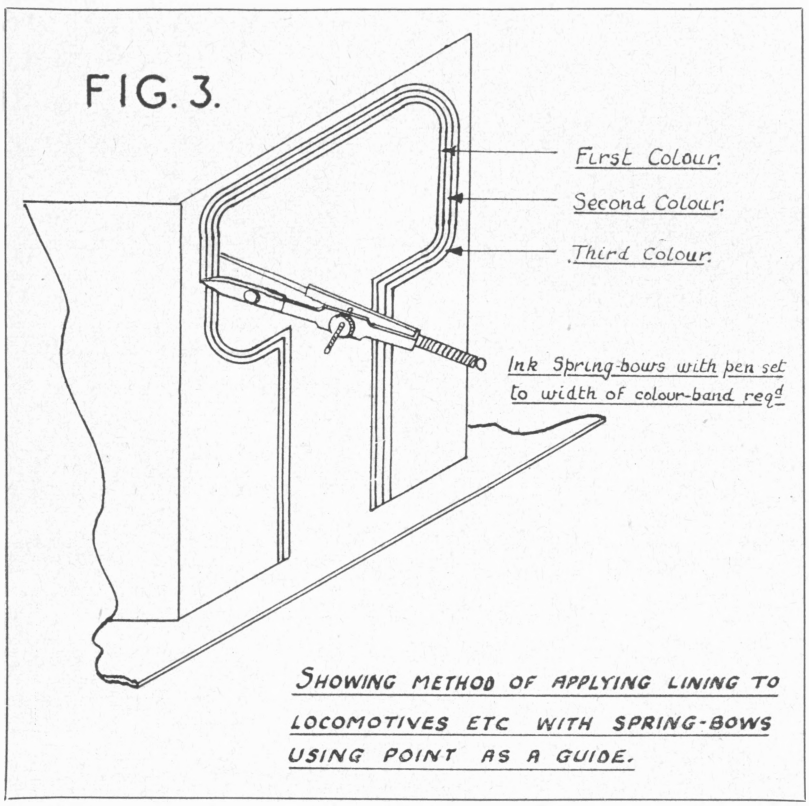
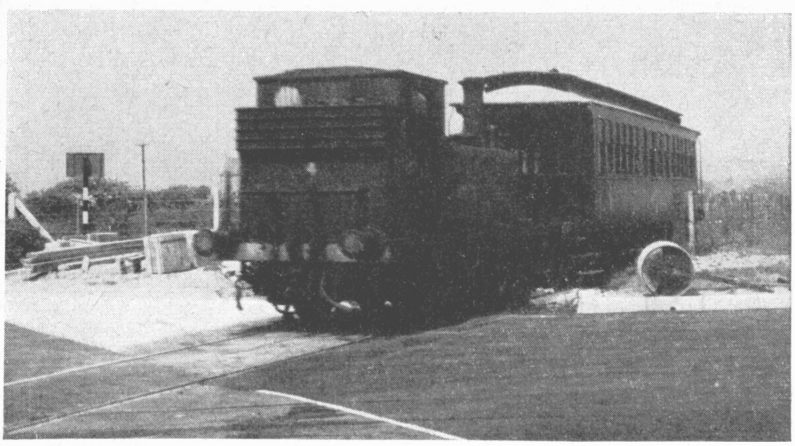


FIG. 3.
First Colour.
Second Colour.
Third Colour.
Ink Spring-bows with pen set to width of colour-band req^d.
SHOWING METHOD OF APPLYING LINING TO LOCOMOTIVES ETC WITH SPRING-BOWS USING POINT AS A GUIDE.



Photograph No. 2. A prototype " Terrier " on the W.C. & P.R. with American type coach

EDITOR'S MAILBAG

Caledonian Coaches

DEAR SIR,—I am very interested in the Caledonian Railway, but although I can obtain locomotive drawings, I find difficulty when coach drawings are required. The "Caley" enthusiast is not well catered for in that line.

I wondered whether it would be possible for you to publish any such coach drawings, as I am sure it would help a great number of readers, who are in the same predicament as myself.

If this is impossible, however, perhaps some reader could suggest likely places where I might pick up what I want. Such information would be gratefully received.

Yours faithfully,
Romford, Essex. R. WEAVER.

Talyllyn Railway Calendar for 1955

DEAR SIR,—The calendar is on the same lines as this year and consists of six sheets, two months on each. Each sheet is headed by a reproduction of a scene on the railway and these views are all new and up to date. The printing is on art paper and the publication should prove to be very popular, as the 1954 calendar was received very well.

Copies at 2s. each can be obtained from "Brynglas," Beckman Road, Pedmore, Stourbridge, Worcs.

Yours faithfully,
R. K. COPE,
Stourbridge, Worcs. Publicity Director.

Regional Refuse

DEAR SIR,—Readers interested in unusual loads may appreciate this. One day in August last I saw at Nine Elms goods depot a cattle truck full of galvanised dustbins. Next day this had vanished, but there were two cattle-trucks full of dustbins (but not quite so full) at Woking. Could the Southern Region be supplying new refuse containers to all stations west of Waterloo ?

Yours faithfully,
Guildford, Surrey. V. LELEUX.

Third Party Risks

DEAR SIR,—In view of the correspondence that has taken place in your columns on this subject and further to the letter of mine which you kindly published in the July issue it may possibly interest your readers to learn that third party insurance can be arranged to provide a most complete cover and an indemnity of up to £25,000 for any one claim at a cost of 1s. per member with a minimum of 10s. annually for one club.

It may be of value to mention that the type of insurance in question has been adopted by the Society of Model and Experimental Engineers Affiliation and recommended by them to their associated clubs.

Yours faithfully,
Thame, Oxon. E. E. T. JENNER.

The Model "Lady of the Lake"

DEAR SIR,—Your criticisms of the above, appearing in the October issue of MODEL RAILWAY NEWS, rather interest me.

Having for some years enjoyed being a "Wessy-man," I can claim, at least, a knowledge of some of the earlier types of L.N.W.R. engines, as on this company I did the greater part of my footplate training.

Mr. Powell's locomotive, undoubtedly, is a masterpiece of model building, but I am bound to agree with the opinion of the Editor of "M.R.N.," that this class of engine did not possess a "displacement lubricator" on the smokebox side, the exact position (and I am open to correction), was over the front steam-chest covers either side, the actual cylinder lubricator being of the "direct-suction-feed" type, fitted to the centre line of the front cylinder covers.

Buffer beams of *all* L.N.W.R. engines were painted *black* at the tender, but, on the later re-builds of "Lady of the Lake," the *engine* buffer-beam appeared black, also the buffer sleeves, with the added refinement of a red-painted collar ! The polished buffer-heads were the results of over-elaboration on the part of a few engine cleaner-foremen !

Yours faithfully,
(Driver) P. HIGGINS.
L.M.R. Motive Power Depot, Burton.

Small Wheels for "OO" Gauge

DEAR SIR,—May I make some comments on Mr. Alan Wright's complaints in Editor's Mailbag in "ours" for September ?

There is at the moment in Holland available a locomotive wheel of 12.5 mm. dia., black plastic with nickel-silver (that's what it looks like) rims. It is obtainable with small or large counterweights.

If the gentleman would contact Mrs. Glasius, Sbterweg 233, Badhocvedorp, Netherlands, he will certainly get his wheels, since Mrs. Glasius imports them from Germany.

Also, I would like to turn his attention to Mr. Hancock's article "Dunedin" in "ours" for July 1949.

Last but not least, I would like to express my admiration for "M.R.N.," having had a subscription (via Mrs. Hector, 2 Barendyk, Rotterdam) for over seven years now.

Yours faithfully,
Amsterdam. P. DE VIRES.

FOR THE BOOKSHELF

Loco-Revue, English Supplement

Beginning with the January, 1955 issue, "Loco-Revue," the French model railway magazine, will include English sub-titles under each photograph and drawing, for the assistance of readers who have only a slight knowledge of French. In addition, all copies despatched to English-speaking countries will contain a supplement giving a condensed English translation of the principal feature articles.

Monsieur J. Fournereau, the Editor, hopes that this arrangement will help all his English-speaking readers to keep in closer touch with the activities of French model railway enthusiasts.

The U.K. Subscription Agents for "Loco-Revue" are Percival Marshall & Co. Ltd., 19-20, Noel Street, London, W.1. The annual subscription (12 issues) is 28s. 6d., and specimen copies may be obtained from the above address at 2s. 6d.

Trains Annual 1955, edited by Cecil J. Allen. (London ; Ian Allan Ltd.). 112 pages, 7½ in. by 10 in. Three coloured plates ; numerous illustrations. Price 9s. 6d. net.

To all railway enthusiasts, the advent of this truly hardy annual has come to be anticipated with delight, and the "feast" provided for its readers in this, the ninth edition, is no whit less wholesome and enjoyable than any of its predecessors.

Ten enjoyable articles covering as many different subjects ranging from the "South Devon Main Line" to "Along the North Wales Coast," from "Locomotivemen I Have known" to "Engines That Were Never Built," from "The Battle of Fraser Canyon" to "Down Under in New Zealand." It is full value for the price.

We have also received a copy of **Trains Diary**, a useful little pocket-book of railway information as well as a diary, which has also become a most welcome little annual publication. There are six attractive illustrations of express trains, as well as diagrams and drawings for illustrating certain technical data.

The Boys' Book of Locomotives, by T. E. North. (London ; Blackie & Son Ltd.). 32 pages, 5 in. by 7 in. Illustrations in colour. Price 3s. 6d. net.

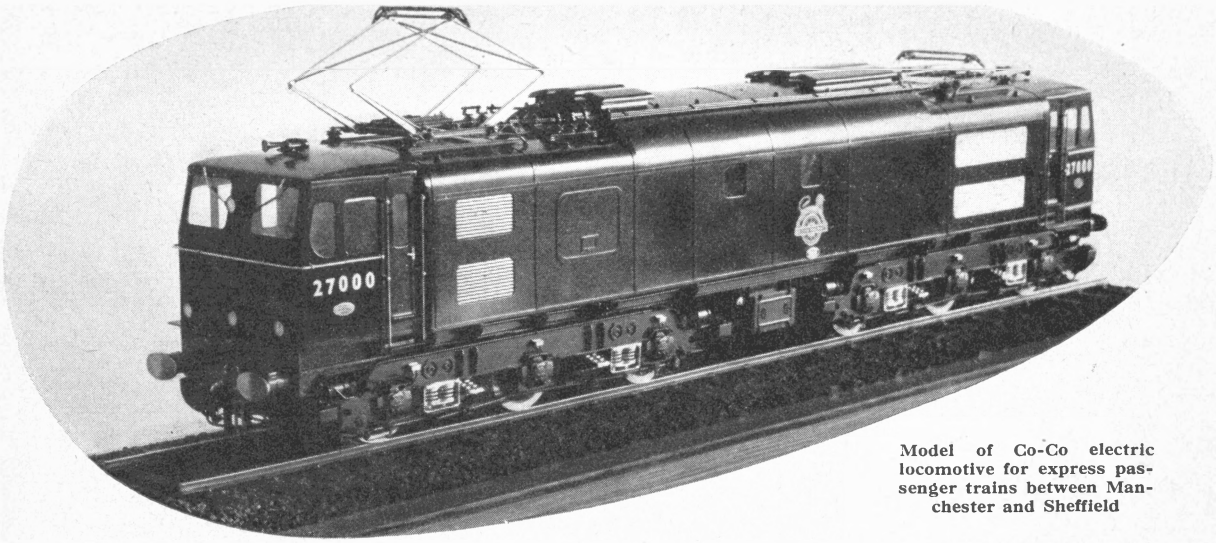
This is an attractive little book, one of Blackie's Modern Transport Series, and consists of a collection of reproductions of paintings by the author and depicting a variety of British and foreign steam locomotives of modern types. Each type is represented by a coloured picture at the top of a page, with brief particulars and a list of names and/or numbers below it. The pictures are reasonably accurate, though in future editions, no doubt, the Western Region "King" will be represented in her proper green instead of blue.

Trix Twin Railway Year Book, 1955. Published by Trix Ltd., 11, Old Burlington Street, London, W.1. 124 pages, 4½ in. by 6 in. Illustrated. Price 2s. 6d.

In addition to providing descriptions, illustrations and even instructions concerning Trix Twin Railways, their equipment and management, this little book contains eleven interesting and informative articles written by Mr. Ernest F. Carter, dealing with a variety of subjects ranging from "Famous Railway Engineers" to "Long Stretches of Straight Line ;" some are purely historical, others essentially practical. A number of well-chosen illustrations accompany them. A full catalogue of Trix specialities, illustrated in colour, is included.

"OO" Gauge Miniature Railways Handbook and Guide, by G. H. Lake. (London : G. H. Lake & Co. Ltd., 156, Camden High Street, N.W.1.) 48 pages, 5½ in. by 8½ in. Illustrated. Price 1s. 6d.

This is a second edition of the very useful booklet first published last year. The number of pages has been doubled so as to make room for a great deal of additional information of use and interest to all owners and prospective owners of "OO" gauge railways. A very welcome new feature is a section listing, with several illustrations, items brought out by manufacturers during the past twelve months.



Model of Co-Co electric locomotive for express passenger trains between Manchester and Sheffield

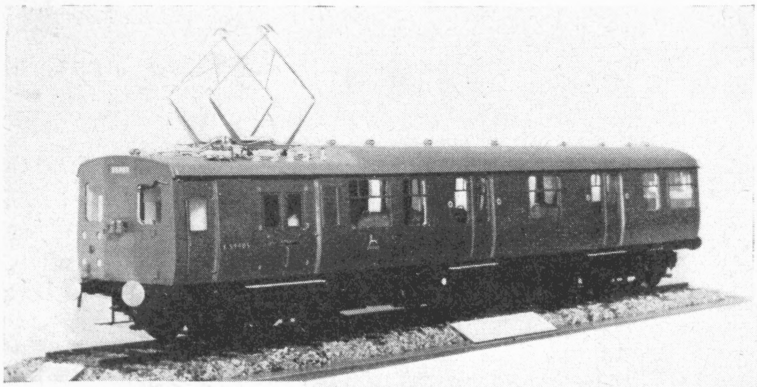
MANCHESTER - SHEFFIELD - WATH ELECTRIFICATION

THREE OFFICIAL PUBLICITY MODELS

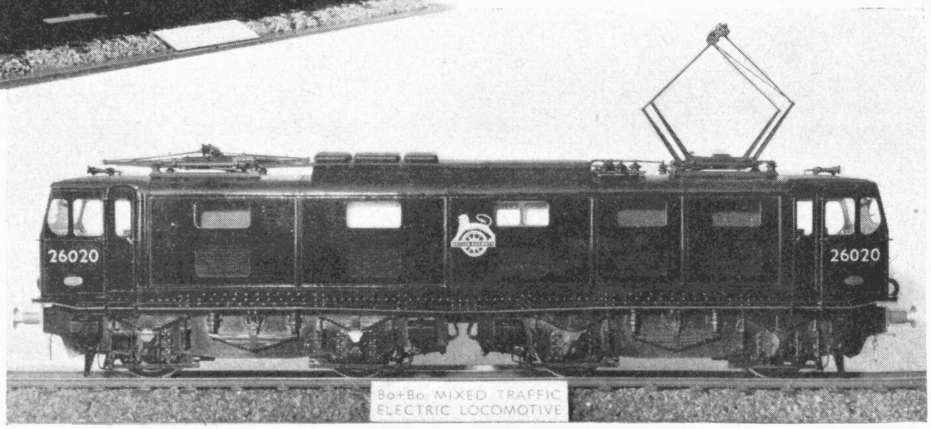
IN connection with the Manchester-Sheffield-Wath main-line electrification, three fine ½-in. scale models have been built to the order of the Public Relations and Publicity Officer, British Railways, London Midland Region. We are glad to be able to illustrate these models herewith.

The Bo + Bo locomotive was built by Bond's O'Euston Road Ltd., in collaboration with Edward Exley Ltd. Cherry's (Surrey) Ltd. supplied the Co-Co locomotive, while the multiple-unit motor coach is the work of James Rogerson Ltd.

These models are non-working, but each includes all external details. Interior equipment is carefully reproduced in the driving cabs of the locomotives and, of course, in the saloon of the motor coach. The exterior finish of all is very satisfactory and accurate, and we think these models are a credit to everyone concerned.



Above: Model of electric motor coach for multiple unit trains on suburban Manchester, Hadfield and Glossop services



Right: Model of Bo + Bo electric locomotive for mixed traffic purposes

TALKING SHOP

CHRISTMAS PRESENTS FOR YOUR RAILWAY MODELLING FRIENDS

AT about this time of the year, we get out our pencil and paper, and write down a list of all the nice people who sent us presents last Christmas. The idea, of course, is to work up a " return present " plan for friends and relations this year. Unfortunately there's far more to it than just writing down names ; we have to sort out who's going to get what, as well ! It's usually the most ticklish part of the whole pre-Christmas preparation.

We don't propose to tell you the answers to *all* gift problems (we wish someone would tell us), but if some of the names on your list happen to be brothers, sons, nephews or " model railway " friends, you should find at least one of the suggestions below of some help. Now, many people may talk about things which the trade doesn't provide, but if you care to study the present-day market you will understand that, with literally thousands of good things in the catalogues, our short list illustrates only a few possibilities. However, we have sorted our selected items into price order for your convenience, starting with presents which, though economical, will surely give great pleasure to the recipients, and finishing with one or two more ambitious ideas, for " very special " friends. Good shopping, then, on your Christmas present expeditions ; and, by the way, don't forget this is a two-way business, so we hope you have some useful gifts, too.

* * *

2s. 7½d. " OO " gauge ground signal, disc or miniature arm type. S. & B. PRODUCTIONS.

3s. 9d. " OO " gauge " Rex " wagon kit. Choice of eight types. ERG (BOURNEMOUTH) LTD.

6s. 0d. Presentation box of eight different " Master Models " cast " OO " gauge accessories. B. J. WARD LTD.

7s. 2d. " Anorma " kit No. A/27. Four extension platforms, two covered and two open, for " OO " gauge stations. MINIKSCALE LTD.

10s. 11d. " Ratio " kit No. LBG/1 for a double track Lattice Bow Girder Bridge for " OO " gauge. (Illustrated right). WEBSTER DEVELOPMENT CO.

11s. 1d. CCW kit No. P18H for a " OO " gauge 62 ft. L.M.S. 1st/3rd corridor brake coach. A useful general purpose item of rolling stock. CCW PRODUCTIONS.

12s. 3d. 14 volt " OO " gauge standard two-aspect colour-light signal. BRADSHAW MODEL PRODUCTS LTD.

13s. 1½d. " GEM " Lever frame, with four passing-contact levers for operating point solenoids. GEORGE E. MELLOR.

15s. 0d. Six 18 in. lengths of Standard "A" Pecoway 16.5 mm. gauge track. THE PRITCHARD PATENT PRODUCT CO. LTD.

18s. 0d. H. & M. Model CUI/LC control unit with 80 ohms " Airflow " resistor, for panel mounting. HAMMANT & MORGAN.

£1 3s. 0d. A " Trix X-acto " tool kit of cutting knives. Just right for someone who does a lot of cardboard modelling. Manufactured by TRIX LTD., and available from all Trix dealers.

£1 3s. 4d. A pair (L.H. and R.H.) of " Chairway " " OO " gauge points (B.R.M.S.B.). ALLAN, BRETT, CANNON LTD.

£1 8s. 7d. " Universal " centre-third rail facing or trailing crossover. G. & R. WRENN.

£1 11s. 6d. K's Mk. II " OO " gauge motor. K's.

£1 17s. 4d. The "Phantom" motor with 40 : 1 or 30 : 1 gears. WALKERS & HOLTZAPFFEL, LTD.

£2 2s. 7d. Post early for Christmas with an Exley " OO " gauge " Travelling Post Office " van. L.M.S., G.W. or L.N.E., less bogies, EDWARD EXLEY LTD.

£2 19s. 6d. The " Hub " " OO " gauge operating minehead. A good traffic source for a mineral line. TAYLOR & MCKENNA.

£3 3s. 6d. Kirdon " Cab-Control " unit with tandem wave Pulse Power. KIRDON ELECTRIC LTD.

£3 5s. 0d. The new " Hornby Dublo " B.R. standard 2-6-4T. Manufactured by MECCANO LTD., Liverpool 13, and available at all Meccano dealers.

£5 10s. 10d. The " Gnat " Industrial type " OO " gauge 0-4-0T with " Essar " mechanism, complete and ready to run. HAMBLINGS.

CURRENT TRADE NOTES

TAYLOR & MCKENNA, of 98, Craven Park Road, Harlesden, London, N.W.10 now offer Hire Purchase terms for model railway equipment. The customer pays 25 per cent. down and the rest over a period of six months. This firm now has stocks of the latest Marklin locomotive —a 2-6-2 retailing at £6 5s. 0d. Photograph and further description will appear in the next available issue.

* * *

New Catalogues

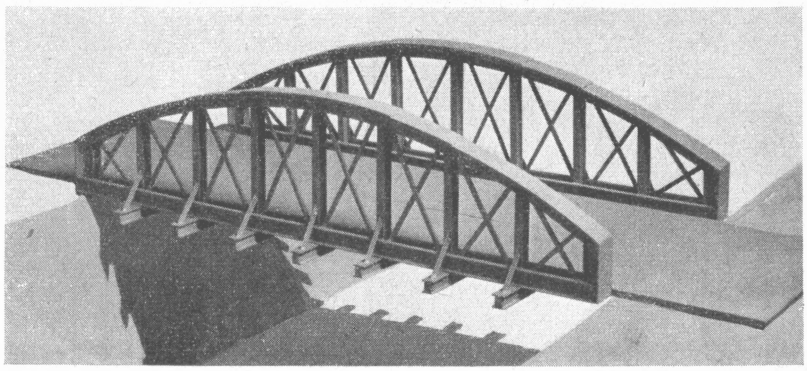
The second impression of the CCW PRODUCTIONS Orange catalogue has now been increased in size to 36 pages and costs 6d. (7½d. post free). New items listed include Brighton Belle Pullman kits with cast ends, a Canadian Pacific Day coach, Santa Fe Day coach, Baggage Cars and 6-wheel Commonwealth bogies. " O " gauge die-cast coach ends and pressed brass corrugated van ends are other useful accessories in the catalogue.

* * *

The " OO " gauge section of the latest ATTENBOROUGH MODEL RAILWAY Chronicle is well worth its two shillings, listing in convenient order an enormous range of goods obtainable from this firm. The catalogue comprises 80 duplicated foolscap pages with many illustrations

* * *

A new issue of the ERG Catalogue is now available, price 1s. 6d. It is a 48-page (8¼ in. × 5¼ in.) handbook listing all ERG productions and many other useful ranges. Detailed instructions are given on the fitting of ERG buffers and couplings, and the construction of the ERG unit construction " OO " track.



Built-up kit of the "Ratio" Bow Girder Bridge

WITH THE CLUBS

The Model Railway Club

The club's annual social will take place on Thursday, December 2nd in the Assembly Room, Central Hall, Westminster, London, S.W.1, commencing at 7.30 p.m.

On Monday, December 6th, there is a special meeting at the Westminster Bank Railway Society's premises in Threadneedle Street, London, E.C.2. This is a debate, when the W.B.R.S. will propose : "That, in the opinion of this house, railway modelling is a waste of time, money and space." The Model Railway Club will oppose.

There is an "all groups" Track Night on December 16th at 7.30 p.m. in the Ambulance Room, Waterloo Station, London, S.E.1.

Hon. Secretary : D. A. BOREHAM, 34, Shrewsbury Road, London, N.W.10.

Salisbury and District Model Engineer Society

Owing to the growing membership of the society a separate meeting night has been allotted to each section and in future the general engineering section will meet at the workshop in the Leg of Mutton Field every Monday evening ; aeromodellers on Tuesdays ; the model railway section on Wednesdays and model car section on Fridays, with Thursday evening spare for general meetings, lectures, etc.

A number of small gauge railway modellers have been enrolled recently and the section proposes to construct a club layout.

A rail track is being built by the car section and it is hoped to lay down a circular track for cable racing next year.

Hon. Secretary : R. A. READ, 90, Woodside Road, Salisbury.

MAKE A NOTE !

Next year, **"The Model Engineer" Exhibition** will be held from August 17th-27th, at the New Royal Horticultural Hall, London, S.W.1.

Plan your construction programme with the Competition Section in mind. Details of prizes and awards will appear later.

The Gauge "1" Model Railway Association

At the annual general meeting held in September, the Earl of Northesk was re-elected president of the association, and also became chairman. Mr. J. T. van Riemsdijk was elected secretary, Mr. W. G. Kelly, treasurer, and Mr. S. J. Roberts assistant secretary.

The association exists to encourage gauge "1" modelling in all its aspects, and all modellers interested in Gauge "1" or working in 10 mm., or ⅜ in. scales, are asked to contact the Hon. Secretary at 40, Bancroft Avenue, London, N.2.

Ealing and District Model Railway Club

The club meets every Wednesday from 7 p.m. to 9.30 p.m. in St. Saviours School, The Grove, Ealing, London, W.5. New members will be specially welcome.

Further details from Hon. Secretary : R. G. MCNUFF, 25, Dorset Road, Ealing, London, W.5.

Leicester Model Railway Group

The next meeting will be held in the hall of the Church of the Martyrs, Westcotes Drive, Leicester at 7.30 p.m., on Thursday, 16th December, 1954, when the evening's entertainment in the form of a film show, will be provided by British Railways.

On Sunday, October 17th, a visit was made to Grantham Motive Power Depot, and a large number of locomotives were on view, ranging from saddle tanks of 1898 to a modern streamliner.

Hon. Secretary : E. P. M. HAIRS, 29, Park Hill Drive, Leicester.

Coulsdon Model Railway Society

The following meetings have been arranged for December : —

December 6th. President's night. During the evening the president will present the Chairman's Trophy for the best model made during the year (any railway model, i.e., rolling stock, locomotive, building, etc.). Bring them along with you and see if you can win the trophy (a pewter tankard) to be held for one year. Only one entry per member please.

December 20th. Club night and possibly some track-laying. Make a point of coming to this meeting to discuss programme for 1955, and suggestions for officers of the club for the New Year in readiness for the annual general meeting on January 3rd. This date is most important—make a note of it and do your best to be present to give the society a good send-off for 1955. January 3rd 1955, Annual General Meeting.

Hon. Secretary : J. E. SOMMERVILLE, 32, The Chase, Coulsdon, Surrey.

The Railway Enthusiasts Club

The December programme includes visits to Three Bridges electrical control room (December 4th) with other visits ; Durnsford Road (Wimbledon) electric car shops and power station (December 11th) ; and Wimbledon signal works and box (December 18th). Further visits are to be to Stratford Works, motive power depot, and the Post Office Tube Railway (January 4th) ; and Ashford works (January 8th).

The clubroom is situated 100 yards east of Farnborough Station, overlooking the main line from Waterloo, and is open to visitors every Wednesday and Friday evening, and all day on Saturdays and Sundays. Details of membership, the events programme and sample copies of the magazine (1s.) are available from the Hon. Secretary : H. DAVIES, "Lynmouth," Sycamore Road, Farnborough, Hants.

St. Peters Model Railway Club

Since the founding of our club, last May, we have progressed quite well, but owing to the destructiveness of the youngsters, we have closed the junior section for the time being.

We have a hall 39 ft. by 24 ft., and we are building a permanent layout, with a view to exhibitions in the near future. We really need more help in the form of new members over 16 years of age.

Club nights are Mondays, Wednesdays and Fridays, from 6.30 p.m. onwards. We possess 15 locomotives, 36 coaches, 40 wagons and 500 ft. of track, with materials for about 200 ft. more. Our hall is heated in winter, and tea is made during the evenings.

Hon. Secretary : J. A. MAXWELL, 333, Upper Street, Islington Green, London, N.1.

Orpington and District Model Railway Club

The following programme has been arranged for December :—

December 3rd : "OO" Track Night.
December 17th : "O" Track Night.

The exhibition held in September at Bromley Public Library was very successful and a number of new members were enrolled as a result. The club meets at No. 1 Platform, Chislehurst Station each Friday evening.

Hon. Secretary : A. I. HOWARTH, 12, Walton Road, Sidcup, Kent.

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CORRESPONDENCE

The Editor invites correspondence and original contributions on all aspects of model railways in the smaller scales and on suitable prototype subjects which should be addressed to him at 19-20 Noel Street, London, W.1. Telephone: GERrard 8811.

SUBSCRIPTION RATE

The Annual Subscription is 13s. 6d., post free to all parts of the world.

CHRISTMAS SUGGESTIONS

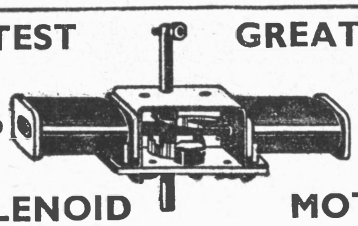
from our extensive stock (all "OO" gauge):—

Kirdon Midgipak Power Unit	27/6
A.B.C. Super Pulse Power Unit	69/11
Rivarossi new 0-6-0 loco	£4 4 0
Peco Wonderful Wagon Kits	5/11
Gnat Loco (two-rail)	£5 10 10
Rivarossi 0-4-0 Tank Loco	£3 10 0
Wrenn Track per yard, 2-rail	4/8
ditto 3-rail	6/2

"Modelgrass" Main Line Ballast, "Earth Brown," "Tarmac Road Surface," each pkt., 1/-

TYNESIDE PASTIMES LTD. (DEPT. M.R.N.) "Pastime Corner"
2, Sandyford Road, Newcastle-upon-Tyne 1
Tel. 27268. M.E.T.A.

LATEST GREATEST



12/6 12/6

SOLENOID MOTOR

Needs no flash switch, silver contacts. Works from 1 amp 12 volt transformer. S.A.E. enquiries. Trade enquiries invited

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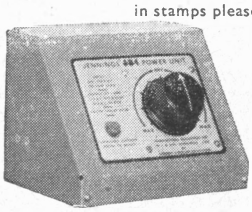

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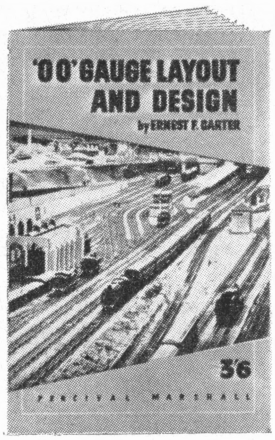

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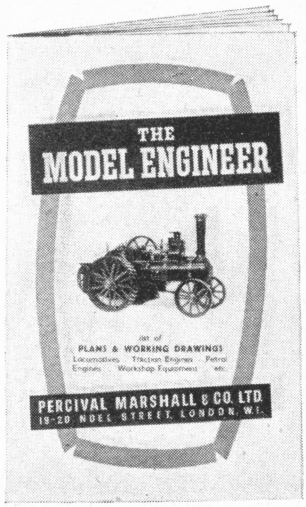

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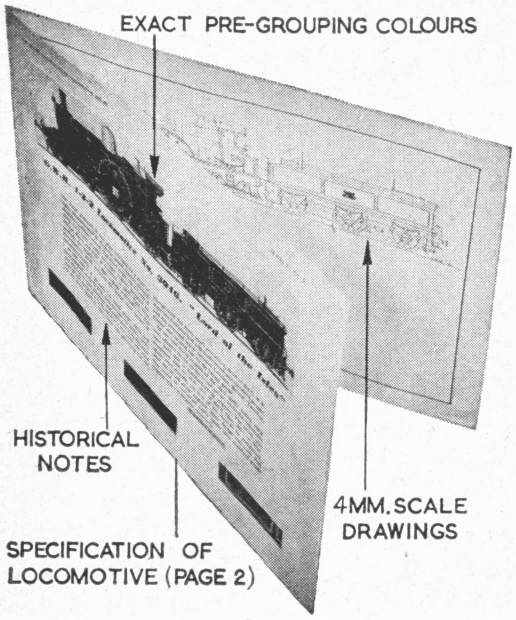

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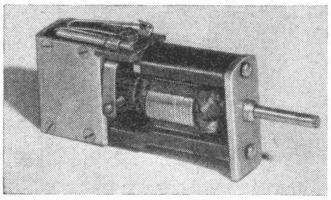

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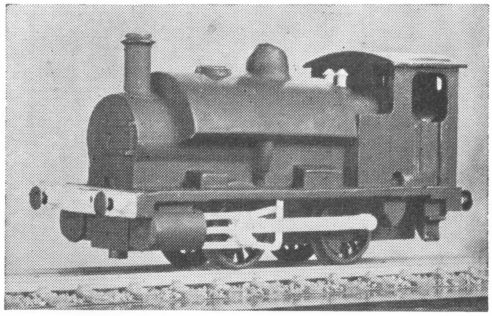

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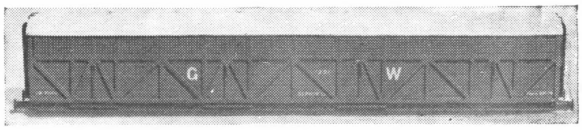

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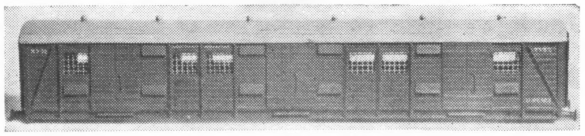

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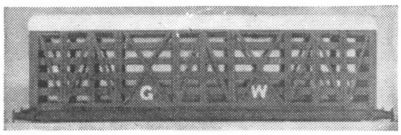

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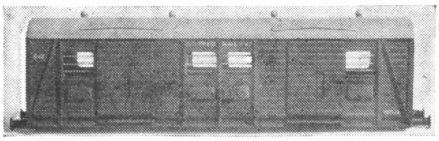

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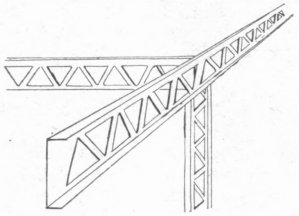

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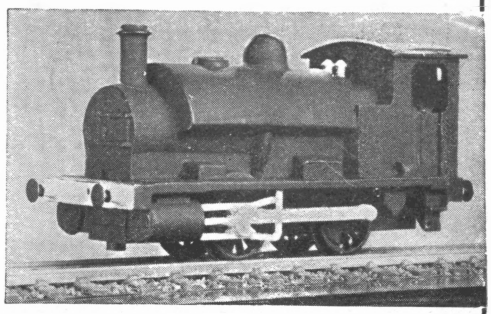

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